For the information of Railway Staff only.

B.R.31244/1

British Rail

EASTERN REGION

(SOUTHERN AREA)

SUPPLEMENTARY OPERATING INSTRUCTIONS

COMMENCING 8 FEBRUARY 1975, UNTIL FURTHER NOTICE

CONTENTS

THIS BOOKLET MUST BE RETAINED FOR REFERENCE UNTIL THE NEXT ISSUE IS RECEIVED

YORK
8 FEBRUARY 1975

F.J. BURGE
CHIEF OPERATING MANAGER

THIS SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET SUPERSEDES SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET DATED 27 JULY, 1974.

FOR ALTERATIONS TO THE SECTIONAL APPENDIX, SEE SUPPLEMENT No.1 DATED 8 FEBRUARY, 1975.

MISCELLANEOUS NOTICES

G.N. ELECTRIFICATION – HEADSPAN ERECTION JIB

1. Description

1.1 The equipment consists of a rail mounted Jib used to erect overhead line equipment. When raised and slued across the adjacent line it provides a working platform.

1.2 The Jib, when slued, is physically restricted to a minimum height of 15 feet above the line on which it is standing and trains on adjoining lines can pass beneath normally.

1.3 The Jib must not be used unless details are published in the printed Weekly Notice of Engineering Work.

2. Prohibitions of use

2.1 The use of the Jib is prohibited when any of the following conditions apply or develop

(a) Visibility less than 450 metres (500 yards)
(b) Darkness
(c) Wind above Force 7 (37 mph)
(d) Falling snow or freezing rain
(e) Inability, due to difference in levels, to maintain a minimum height of 15 feet above any line affected.

3. Conveyance to and from site or work

3.1 The Jib will be conveyed in a train which will normally consist of the following:–

Brake Van
Headspan Jib
Runner Wagon
Two Headspan Assembly storage vehicles
Mess Coach
Workshop Coach
Brake Van

3.2 Before the Jib train commences its journey to or from site of work the C.M.E.E. Department Supervisor in charge must carry out a safety check in accordance with C.M.E.E. instructions. The Guard must obtain the assurance of the C.M.E.E. Department Supervisor that this has been done.

3.3 The Jib Operator or other qualified person must accompany the train at all times.

4. At site of work

4.1 A C.M.E.E. Department Supervisor and an Operating Department Supervisor must be present.

4.2 The line on which the Jib train is to stand must be within an Engineer's Absolute Possession in accordance with Rule Book, Section T Part III.

4.3 The locomotive must remain attached to the train whilst the Jib is in use.

4.4 The C.M.E.E. Department must obtain permission from the Operating Department Supervisor on each occasion before the Jib is slued across the adjacent lines.

4.5 If, in the opinion of the Operating Department Supervisor, the sluing of the Jib would reduce the sighting distance of signals to an unacceptable degree, the Operating Department Supervisor must not give permission for the Jib to be slued.

4.6 Train movements must be supervised by the Guard who must obtain the permission of the C.M.E.E. Department Supervisor before such movements commence.

4.7 Before moving between electrification structures, the C.M.E.E. Department Supervisor must ensure that the Jib cannot move from a position in line with the train and the speed of the train must not exceed 5 mph.

4.8 Under no circumstances must the vehicles carrying the Jib be left unattended unless the Jib is in the travelling position.

4.9 Should an emergency arise which is likely to affect the safety of any adjacent line(s) the Operating Department Supervisor will be responsible for protection arrangements being made and implemented.

MISCELLANEOUS NOTICES – continued

GUARDS OF FULLY FITTED FREIGHT, PARCELS AND EMPTY COACHING STOCK TRAINS RIDING ON LOCOMOTIVES

The Rule Book, Section H, Clause 4.4.

If a brake van in a fully fitted freight, parcels or empty coaching stock train cannot for any reason be heated, the Guard is authorised to ride in the trailing cab of the locomotive, provided the last two vehicles on the train are fitted with the automatic brake in working order, and satisfactory arrangements have been made for the security of mails and scheduled traffic duties.

MANCHESTER/SHEFFIELD/WATH ELECTRIFIED LINES

WORKING INSTRUCTIONS–ISSUE OF PERMITS TO WORK

In connection with Instruction No.48 your attention is drawn to the responsibilities shown below :-

It is the duty of the member of the overhead line equipment staff issuing the permit to work on Form C, to satisfy himself that the person in charge of the work fully understands the extent of the isolation and, where live equipment is adjacent to or crosses over the isolated equipment, which equipment is live and which is isolated. The person in charge of the work must in turn satisfy himself that each man for whom he is responsible fully understands these conditions before the man commences any of the work for which the isolation is necessary. If the man in charge of the work is relieved he must similarly inform his relief. (TM/EG/W/3/3/YE)

SAFETY OF THE LINE–REPORTING PROCEDURE

In all cases of displaced loads, the following procedure is to be carried out :-

1. All incidents on the running line to be reported to Divisional Control.
2. The Guard, when making his report, must advise the following information :-
   - (a) Type of train and whether fully fitted or partially fitted.
   - (b) Type of brake in use on the train.
   - (c) Vehicle concerned and number.
   - (d) Type of coupling in use and its position.
   - (e) Any other factor which in his opinion may have unfluenced the incident, e.g. heavy braking, rough riding of vehicle, excessive speed.

These details must also be included in the Guard's Journal. The report must be completed even in instances where the Guard makes an adjustment without detaching the vehicle and so avoiding the need for site attendance by a Loading Inspector. (MT 12/4.1)

SPECIAL NOTICE TO ALL SIGNALMEN AND TRAINMEN

When it becomes necessary for a fixed signal to be passed at danger the clear and explicit message normally given by the signal is lost and the safeguards built in to the lowering of the signal are reduced.

It is important that every Signalman and Trainman should :-

1. Observe the code of instructions set out in the General Appendix when using the telephone between a signal and the signalbox so that the Signalman and Trainman reach a clear understanding as to the identity of the train and exactly where it is standing.
2. Understand the circumstances and conditions in which authority is given for a fixed signal to be passed at danger.

Nothing should be assumed and nothing should be taken for granted.

MISCELLANEOUS NOTICES – continued

MAINTENANCE OF M.G.R. WAGON SETS AT THE MAXIMUM NUMBER AUTHORISED

The authorised load for M.G.R. services to the Base Load power stations is 30 wagons per train and in order to keep working costs to a minimum all efforts must be made to maintain wagon sets at the maximum figure. In view of this the following additions apply to the Appendix Instructions at :-

Cottam
Drax
Eggborough
Ferrybridge
High Marnham
Thorpe Marsh
West Burton

If a defective wagon (s) is detached at the power station the guard must attach the relevant number of good wagons to bring his train up to the maximum load authorised. If however, "green labelled" wagons are to be detached at Doncaster, Knottingley or Worksop the attaching of "make up" wagons must be done at that point.

If a loaded train on departure from the colliery conveys less than the maximum number of wagons the deficiency must be rectified after discharge at the power stations by attachment of the relevant number of wagons, or when this is not possible, in accordance with the instructions issued by the Examiner at the power station.

Exceptions

Trains on return from Ratcliffe power stations must be made up at Shirebrook sidings en route to Shirebrook area collieries, or at Seymour Junction for Barrow Hill area collieries.

Trains from Didcot must be made up at Toton North.

Trains on return from Fidlers Ferry power station must be made up at Barnsley Junction for Barnsley area collieries or at Wath Yard for South Yorkshire area collieries.

Trains from High Marnham to be made up at the power station.

In the case of any under-loaded train from a colliery to Thorpe Marsh, the route of which does not pass through Doncaster, these must be made up at the power station.

MAXIMUM SPEEDS OF COACHING STOCK

Locomotive Hauled Coaching Stock

Certain locomotive hauled coaching vehicles have been marked "**100 m.p.h.**" or "**100 m.p.h. S.M.**" and Guards working trains timed in excess of **90 m.p.h.**, which will be indicated in the working time tables by a + sign, must, if the train is not entirely formed of vehicles marked "**100 m.p.h.**" or "**100 m.p.h. S.M.**", instruct the Driver NOT to exceed **90 m.p.h.**

Trains not indicated by a + sign in the timetable must NOT exceed **90 m.p.h.** unless they are wholly composed of vehicles marked "**100 m.p.h.**" or "**100 m.p.h. S.M.**" in which case the Driver must be so advised by the Guard.

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

Until such time as all freight vehicles bear the appropriate panel, which includes the maximum speed of the vehicle, in addition to the instructions shown in the **Working Manual for Rail Staff, Part 6, Preparation and Working of Freight Trains Section C**, the speed of the vehicles enumerated below, when **not** bearing panels, will be as follows :–

Carflats and Cartics – Maximum Speed is 75 m.p.h. subject to any lower restriction which may be imposed in particular cases on account of load being conveyed.

MISCELLANEOUS NOTICES – continued

MAXIMUM SPEED OF FREIGHT ROLLING STOCK – continued

Description of Vehicles	Maximum Speed	
	Loaded m.p.h.	Empty m.p.h.
A.P.C.M. bulk cement wagons in number ranges LA.001-190 LA.200–294, LA, 0011	35	50
Fly Ash	55	55
56-Ton Iron Ore	25	25
Prestwin	55	55
100-Ton Bogie Rail Tanks	60	60†
Merry-go-round Wagons	45	55
British Oxygen Company 100-ton G.L.W. cryogenic tanks ..	60	60
45-ton Two-axle Oil Tanks	60	60
45-ton Two-axle Steel AB, COV AB, Open AB	When loaded 'heavy' – 60 m.p.h. maximum speed. In other conditions of load may travel up to 75 m.p.h. maximum speed.	

†100 T. B.R.T.E. Bogie Tanks Nos. 20,000 to 20,007 – Loaded light or empty – maximum speed 45 m.p.h. When propelled or assisted in rear in light or empty condition of load – maximum speed – 5 m.p.h.

When any of these vehicles are marshalled in a train and are of a lesser maximum speed than any other marshalled in that train the maximum speed of the train will be the lowest speed of any of these vehicles being conveyed.

Continental Ferry Wagons

Until further notice, the speed of **all Continental Ferry Wagons** must be resticted as shown below :–

Continental Ferry Wagons marked :–

SS. – 75 m.p.h. (Coaching trains)
SS. – 60 m.p.h. (freight trains)
S. – 45 m.p.h.
unmarked – 45 m.p.h.

Special dispensation applies to certain 'S' type vehicles when conveyed on 6S72, 14 55 SX Parkeston Quay – Edinburgh – Glasgow and 6E87, 14 16 Glasgow – Edinburgh – Parkeston Quay air-braked services timed to a maximum speed of 60m.p.h. Details are published in the Sectional Appendices page 257 North and page 330 South and apply to these two services only.

Amended Wagon Panels

With regard to the safety of the line it should be noted that the wagon panels attached to the following vehicles have been amended as set out below.

Amended wagon panels will be provided as soon as possible to replace existing panels.

12 ton Insulated Fish Vans	The maximum speed has been reduced to 60 m.p.h. in all conditions of loading.
12 ton pipe fitted. 24 ton strip coil.	The maximum speed of these wagons has been reduced to 50 m.p.h. in all conditions of loading.
22 ton timber, conflat, coil, plate fitted only and fitted with roller bearings.	
22 ton and 24 ton plate – fitted only.	
20 ton and 22 ton tube vacuum fitted – with plain bearings and roller bearings.	
22 ton conflat – fitted with plain bearings only.	
12 ton container, flat conflat 'B'.	
24 ton 'D' coil.	
22 ton Ale pallet.	

MISCELLANEOUS NOTICES – continued

MAXIMUM SPEED OF FREIGHT ROLLING STOCK – continued

Amend Wagon Panels – continued

12 ton Palvans Nos. B782274 – B782523	The maximum speed has been reduced to 45 m.p.h. in all conditions of loading.
25½ ton Sand/Ironstone Hoppers with a wheelbase of less that 10 ft.	The maximum speed has been reduced to 35 m.p.h. in all conditions of loading.
27 ton Iron Ore Tipplers Nos. LW25000 LW25099	The brake force of these wagons in the Heavy and Medium conditions of loading has been reduced from 21 tons to 15 tons.
Salmon Wagons	The maximum speed has been reduced to 45 m.p.h. in the Heavy, Medium and Light conditions of loading.
100 ton GLW Hopper (LS17601 – 17612)	The maximum speed has been reduced to 45 m.p.h. in the Heavy, Medium and Light contioions of loading.

MS12/85/2

PIPE TRAFFIC ON BOLSTER WAGONS

The recent ban on loading 6 long pipes in accordance with Working Manual Instruction E.1(ii) is amended forthwith and it is now permitted to load 5 long and 1 short pipe on Bolster wagons, with the 5 long pipes secured to the wagon in 2 tiers, and the short pipe placed on top and secured independently to the wagon. (MT6/2.1(5))

TRACK CIRCUIT OPERATING CLIPS

Track circuit operating clips, as described on page 3 of the General Appendix, are being progressively distributed to the locations mentioned and installed in driving cabs, brake vans and Guards compartments.

The equipping of every locomotive and vehicle will necessarily take some time during the interim period, train equipment should not be considered as incomplete if the track circuit operating clip(s) in not available.

As the equipment becomes available, it must be used in accordance with the instructions laid down in the Rule Book, Section M and Section T, Part 1.

LOCOMOTIVES AND MULTIPLE UNITS – ROUTE INDICATOR BLINDS

Certain Deltic Locomotives have been experimentally fitted with a modified four figure route indicator at both ends.

The modification consists of an opaque black sheet attached to the existing front glass of the route indicator. There are two translucent white discs, back illuminated by the existing lamps serving the two outer digits.

The provisions of the Rule Book, Section H, para 7.1.1 will require the route indicator box to be illuminated at all times.

KING'S CROSS STATION. REGULATIONS FOR THE PROTECTION OF BRAKE FITTERS, LIFTERS, REPAIRERS AND OTHERS WORKING ON CARRIAGE OR WAGON STOCK–GENERAL APPENDIX PAGE 75.

As an experiment, during the hours of darkness or during fog or falling snow, Carriage and Wagon staff at King's Cross station are using a red **flashing** light, in addition to a red flag, to indicate they are working on a train or vehicle. The flashing light and flag will be fixed to the end of the end coach of the train concerned, as required in Item 6 of the above mentioned instructions. MO/45/1419

MISCELLANEOUS NOTICES – continued

LINESIDE INDICATORS – METRIC MEASUREMENTS

Metric measurement posts have been erected between King's Cross and Hitchin, Hitchin and Royston and on the Hertford Branch.

Kilometres are indicated by white numerals on a square shaped plate. ½ kilometres are indicated by a white 5 on a diamond shaped plate. In both cases the plates are painted blue.

These indicators are for use of the Technical Departments only.

INSTRUCTIONS TO TRAINMEN HANDING OVER TRAINS TO RELIEF

When a Driver or Guard is relieved he must advise his relief of all matters applicable to the safe and proper working of the train concerned.

TWIN BOLSTER WAGONS

Tests have shown that there is some possibility of the Twin Bolster Wagons becoming derailed when trains in which they are conveyed are propelled.

Propelling movements of such trains along running lines must be kept to a minimum and all concerned must ensure that the propelling movement is carried out with extreme care.

Where a train conveying Twin Bolsters is propelled into an occupied siding it must not be used to push down the wagons already in the sidings.

In addition, the follwoing special conditions must be stringently observed:

(1) Twin Bolster Wagons must not be used as runner wagons for over-hanging loads;
(2) Empty Twin Bolster Wagons must not be marshalled between bogie steel carrying wagons.

VEHICLES WITH HYDRAULIC BUFFERS

Vehicles with hydraulic buffers must not be allowed to stand in marshalling yards and sidings with the buffers under compression.

CONVEYANCE OF LOADED HEAVY AXLE WEIGHT VEHICLES

1. Loaded 100 ton bogie vehicles must be moved in block train loads and form B.R.29973/3 must be issued. When movement of loaded 100 ton tanks or loaded 100 ton bulk cement vehicles takes place they may be marshalled in accordance with paragraph (8) of these instructions.
2. Loaded bogie tanks and bogie hopper vehicles of a gross laden weight between 80 and 90 tons – these vehicles must only be moved in block train loads. Where the R.A. Category of the route is lower than that of the vehicle, form B.R.29973/3 must be issued. Bogie tanks may be marshalled in accordance with paragraph (8) of these instructions.
3. Loaded 80/82 ton bogie Palvans must be confined to block train load movements except where specifically authorised to be conveyed on nominated wagon load services. Where the R.A. Category of the route is lower than that of the vehicle, form B.R.29973/3 must be issued.
4. Loaded 81/82/84 ton Strip Coil, Coil K and Coil T wagons may be conveyed in block train loads or by wagon load services. Where the R.A. Category of the route is lower than that of the vehicle, form B.R.29973/3 must be issued.
5. Loaded 50 ton 2-axle vehicles must be moved in block train loads only and form B.R.29973/3 must be issued. When movement of 50 ton loaded tanks or 50 ton bulk cement vehicles takes place they may be marshalled in accordance with paragraph (8) of these instructions.
6. Loaded 45 ton Steel AB wagons must be confined to block load movement except where specifically authorised to be conveyed on nominated wagon load services. Where the R.A. Category of the route is lower than that of the vehicle form B.R.29973/3 must be issued.
7. Loaded 40/45 ton 2-axle vehicles (excluding loaded 45 ton Steel AB vehicles), may be conveyed in block train loads or by wagon load services subject to instructions in part 6 (White pages) of Working Manual for Rail Staff (B.R.30054/6). Where the R.A. Category of the route is lower than that of the vehicle, form B.R.29973/3 must be issued.
8. Loaded 100/90/85/80/50/45/40 ton tanks may be inter-mixed subject to instructions in part 3 (Pink pages) of Working Manual for Rail Staff (B.R.30054/3), provided that the air brake is operative throughout.
   Loaded 100 ton bulk cement vehicles may be inter-mixed with 45/50 ton bulk cement vehicles provided that the air brake is operative throughout.

LOCOMOTIVE HEADLIGHTS

Certain locomotives and multiple units are being fitted with an electric headlight to improve the sighting of approaching trains by staff working on running lines and also to provide forward lighting for drivers. The headlights will in no way modify the requirements of the Rule Book, Section H, clause 7.

The will be operated experimentally and then on service trains from dusk to dawn only in the following areas:–

Class 124 Diesel Multiple Units based at Hull and working on the following selected services on the Trans-Pennine route between Eastern and London Midland Regions.

1M58	09 48	Hull	–	Manchester
1E74	14 57	Manchester	–	York
1H89	17 07	York	–	Hull
1M80	19 44	Hull	–	Liverpool
1E06	09 10	Liverpool	–	Hull
1M69	13 48	Hull	–	Manchester
1P67	17 15	Manchester	–	Blackpool
1J20	07 07	Blackpool	–	Manchester
1E98	12 57	Manchester	–	York
1M75	15 17	York	–	Liverpool
1E59	18 10	Liverpool	–	Hull

To assist in assessing the effectiveness of fitting the headlights, it is essential that reports of performance are received from the undermentioned groups of staff:–

(i) **Staff working on running lines** (C.C.E., C.S. & T.E. etc.) as regards the warning of approaching trains given by the headlight.

(ii) **Drivers working the locomotives/multiple units fitted with the headlight** to report on "back glare", if any, experienced in the cab and general effect on sighting of signals and lineside signs, particularly temporary speed restrictions, whilst the headlights are in operation.

(iii) **Drivers of oncoming trains** in respect of "dazzle" experienced when meeting a locomotive/ multiple unit with its headlight in operation, with particular reference to signal sighting.

Questionnaires are directly available for Drivers and C.C.E. staff to specially report experience of the headlight and they are asked to complete the appropriate form and hand it in on completion of duty to their Local Supervisor. Other staff are also requested to give comments on the effectiveness of the headlights when working on or about the track.

These experiments are being conducted in pursuance of improved safety on the line. Your co-operation in commenting and criticising is essential. Staff reporting is the best way to judge effectiveness of the headlight.

It must be emphasized that staff should not rely on any particular train, in the areas mentioned previously, being hauled by a locomotive or power car with a headlight in operation.

SECURITY OF DETONATORS

A member of the staff recently lost his satchel containing, amongst other things, 12 detonators, and the Home Office have expressed concern at the nature of this loss and the dangers which result.

Staff whose duties require them to carry detonators are reminded of their responsibilities for safe custody of the detonators in their possession. In the event of loss the facts must be reported immediately.

SIGNAL BOXES CONTROLLING LINES IN ONE DIRECTION ONLY OR LINES ADJACENT TO LINES CONTROLLED FROM ANOTHER BOX

Should an irregularity occur which requires the provision of any of the emergency block signalling regulations to be carried out on any lines controlled from another signal box, the Signalman having knowledge of the irregularity must immediately advise the other Signalman concerned and also take any action necessary as laid down in the regulations for the protection of the affected lines.

MISCELLANEOUS NOTICES – continued

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

The phrase '(Where specially authorised)' which follows the description of a Class 9 unfitted freight train in the 'Bell Signals' applies only to the classification of the train as laid down in the General Appendix.

The Is Line Clear/Train Description bell signal 1–4 may be used without special authority.

LINES WORKED ON THE TRACK CIRCUIT BLOCK SYSTEM

1. Absolute possession of running lines for Engineering purposes necessitating a complete stoppage of traffic on such lines.
   Referring to the instruction in the Rule Book, Section T, Part III, where Track Circuit Block is in operation, no movement must be made outside the detonators in either direction without the permission of the Signalman concerned. Before authorising a movement to the rear the Signalman must apply the instructions contained in the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation."
2. Trains conveying out-of-gauge and exceptional loads.
   Arrangements for any wrong direction movement which is required must be made in accordance with the instructions contained in the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation".

45-TON GROSS LADEN WEIGHT TWO-AXLE AIR-BRAKED VANS (COV AB)

Brake sticks must not be used to apply brakes on these vehicles. The brake lever is long and the lever ratio is, therefore, high to enable adequate braking without the use of a stick. MS.12/86/6/1

PRIVATELY-OWNED BULK GRAIN VANS

Brake sticks must not be used with the above type of vehicle as the design is such that it is not possible to obtain a safe and secure hold for the brake stick. MO13.008

FREIGHTLINER AND MOTORCAR TRAINS

Increasing numbers of Freightliner trains are now operating in all Regions. One aspect in which these Freightliner trains differ from ordinary trains concerns the direction of travel of the container.

All Freightliner Terminals are laid out to deal with Containers facing in one direction only. This is to make possible a one way only circulation of road vehicles which is desirable for safety and necessary for speed of operation.

All Freightliner trains are carefully scheduled to ensure that they arrive at the Terminal with the Container doors, which are at one end only of the container, at the appropriate end. Containers are moreover, identified by their position from the leading end of the train.

As confusion and delay could arise from a Freightliner train arriving in the Terminal the wrong way round, steps should be taken, where necessary, to provide for the reversal of the complete train en route. Unscheduled diversions from agreed routes could result in trains arriving at Terminals the wrong way round. When diversions have to be made, the effect on the direction of travel must be considered and arrangements made, wherever possible, for the train to arrive at the destination Terminal facing the correct way. Similar considerations apply to motorcar trains when the cars are normally driven the length of the train to an end dock unloading point and arrival with all the vehicles loaded wrongly round can entail considerable difficulty.

MISCELLANEOUS NOTICES – continued

REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE OPERATED TRAINS CONVEYING VEHICLES EQUIPPED WITH DISTRIBUTORS AND OPERATING ON THE TWO PIPE SYSTEM

Drivers should note that the above Regulations are amended insofar as the 'release' position (where provided) of the Drivers automatic air-brake valve should only be used in the following circumstances:–

1. Immediately following the completion of the 'continuity' or 'complete' brake tests.
2. If dragging brakes are suspected when running.
3. If it is essential to release the brakes more rapidly than is possible using the RUNNING position especially following a series of brake applications. (This should normally only be necessary when working trains of considerable length).
4. In releasing the brakes if the previous application had been made when an overcharge pressure existed in the brake pipe.

Drivers should also note the following points

(a) If a brake application is initiated when an overcharge pressure exists in the brake pipe and the 'release' position is not correctly used afterwards, brake drag and consequent damage can result on the train vehicles.

(b) When the brake valve handle is placed in the 'release' position it must be held for not less than 1 minute to allow for complete release of all brakes in the train.

AIR-BRAKED LOCOMOTIVE-HAULED VEHICLES MAIN RESERVOIR PIPE ISOLATING COCKS

The attention of Drivers, Guards and other Operating staff concerned with air-braked trains is drawn to the fact that some air-braked vehicles have had the main reservoir pipe isolating cock temporarily placed in the closed (isolated) position and the handle removed.

The brake on these vehicles then operates as a single pipe system, although the continuity of the main reservoir pipe throughout the train is not in any way affected.

If the brake on one of these vehicles requires to be isolated in service, only the distributor isolating cock requires to be placed in the "brake isolated" position and the release cord pulled in the normal way.

PREPARATION OF FREIGHT TRAINS

A man rostered to fully prepare a freight train must:–

1. Check that the vehicles are correctly marshalled, labelled, coupled and safe to travel, with all doors closed, sheets and chains etc. secured in accordance with the Rule Book, Section H, clause 6.3.
2. Ensure that a tail lamp,and side lights when required, are provided in accordance with the Rule Book, Section H, clause 7.4.
3. Ensure that the train load is suitable for the class of train concerned, within the capacity of the locomotive and the required brake force is available, in accordance with Section 6 of the Working Manual for Rail Staff.
4. Complete Train Preparation Forms (B.R. 20896/– and B.R. 20896/138) and a Train Preparer's Load Slip (B.R. 29976) and hand them to the Train Guard or, in the latter's absence to the person in charge.

A Guard who is handed Form B.R. 29976 fully completed and signed, is not required to carry out preparation duties for the train concerned.

MS.12/85/7

ABOLITION OF BRAKE VANS ON FULLY FITTED FREIGHT AND PARCELS TRAINS

Guards on fully-fitted freight and parcel trains travelling in the rear cab of the locomotive must not, in any circumstances, interfere with or attempt to use, any of the driving controls.

MISCELLANEOUS INSTRUCTIONS – continued

CONVEYANCE OF "DEAD" ELECTRIC MULTIPLE UNIT STOCK TO SOUTHERN REGION

In connection with the movement of empty E.M.U. stock (converted Southern Region hauled stock) from York to the Southern Region via G.N. Main line, Ferme Park, Finsbury Park, Dalston and Stewarts Lane. These trains must be hauled by a dual fitted locomotive to permit the airbrake being coupled up and class 3 timings maintained.

In any case where the automatic brake cannot be coupled, the multiple unit must **not** be hauled at a speed exceeding **25m.p.h.** In addition two 20-ton brakevans must be marshalled at the front and one at the rear of such train and the brakevans at the front must be fitted and piped to the locomotive. In such circumstances, if it is necessary for the locomotive to be detached on the running line, the handbrakes in each of the brakevans must first be applied.

EXPLOSIVES MILITARY – USE OF FIREFIGHTING CLASSIFICATION SYMBOLS

Ministry of Defence have been given authority to attach firefighting classification symbols printed on yellow coloured background labels measuring 1" x 1" on vehicles conveying H.M. Government explosives .

Labels will be attached by senders and detached by consignees.

Rail staff are in no way concerned with these labels. They are intended purely as visual aids to fire service personnel attending mishap.

GUARDS REPORTS ON DEFECTS IN COACHING STOCK

A new form, B.R.29206, has been introduced on all regions as the standard form for reporting defects in coaching stock, replacing the existing form B.R.30106. Instructions in regard to the compilation and disposal of the new form are shown on its reverse side, and read as follows:

> "This form must be used by Guards for reporting defects in coaching stock (e.g. heating or lighting systems, bell or telephone communication systems, rough riding, vibration, broken windows, defective door locks and other known failures. Excluding, however, hot axle boxes and wheel/axle failures which will continue to be reported separately) and rendered in accordance with the following procedure:

Multiple Unit Sets

(a) Where multiple unit trains consist of more than one set, and one or more of the sets is detached in the course of the journey, any report relating to the detached set (or sets) must be left in the Guards compartment.
The Guard subsequently working the detached set onward will be responsible for handing the report to the driver for attaching to his repair book B.R.33063. This procedure will apply also in the case of multiple unit sets outstabled for varying periods away from maintainance depots.

(b) In the case of E.M.U. stock, the completed report must be handed to a station supervisor or other responsible person for transmission to the C & W supervisor or examiner. Where this cannot be done the report must be sent to the Divisional Manager for forwarding to the appropriate C & W Supervisor.

(c) In all other instances the completed report will also be handed to the Driver for attaching to his repair book B.R.33063.

Locomotive Hauled Stock (Except Western Region)

(a) At the termination of the journey the completed report must be handed to a station inspector or other responsible person for transmission to the C & W Supervisor or examiner. When trains divide en route, the report must be left in the Guards compartment of the portion affected to enable the Guard of that portion to carry out this instruction at the termination of the journey.

(b) When empty trains are proceeding to a carraige siding where supervisory staff are employed, the form must be handed in at that point.

(c) Should the empty stock be worked by a Guard other than the train Guard the form must be handed to the empty train Guard or left in the van in which he will travel.

Until present stocks are exhausted the existing form, B.R.30106, may continue to be used, but it should be dealt with as shown above.

The new form B.R.29206 is only for the use of Guards, for reporting defects and form B.R.30106 should continue to be used by Drivers and Motormen as their report form.

MISCELLANEOUS NOTICES – continued

EXAMINATION OF WAGONS "MARKED FOR REPAIR"

The Board has in the past had to settle claims for loss resulting from wagons put into store or which for some reason have lost their traffic labels, and have also been found to be in need of such repair that they have been labelled by the C. & W. Staff to "Shops". This often involves the wagons being stored or placed away amongst cripples and waiting some considerable time before they are attended to. When opened the wagons have been found to be loaded.

It is, therefore, most important that all wagons or containers should be examined to make certain that they are empty before being put into store or away amongst cripples. Van doors should be opened owing to the unreliability of testing by a blow on the side to ascertain whether loaded or empty.

VEHICLES FITTED WITH A.F.I. VACUUM BRAKE EQUIPMENT IN TRAINS WORKED BY SOUTHERN REGION LOCOMOTIVES OR DESTINED FOR THE SOUTHERN REGION

Vehicles fitted with A.F.I. (Accelerator Freight DA Inshot) vacuum brake equipment must not be included in the fitted portion of the partly fitted vacuum braked train if the train is to be worked by a locomotive allocated to the Southern Region, or if the destination of the train is located within the Southern Region.

The vehicles fitted with A.F.I. equipment can be identified by either a metal plate with the letters "A.F.I." or these letters painted on the solebar on each side of the vehicle.

Southern Region locomotives are numbered in the series :–

Electric	Class 71	71001 – 71014
Diesel Electric	Class 33	33001 – 33212
Electro-Diesel	Class 73	73001 – 73142
Electro-Diesel	Class 74	74001 – 74010

A.C. ELECTRIFIED LINES WORKING INSTRUCTIONS BOOK BR.29987

The instructions for operating Electric Multiple Units indicate that the electric tail lamps fitted to such should be used (Instruction 76 – Rule Book, Section H, Clause 7 modification). Prior to B.R. 29987 being issued in 1967 it was the practice on the Eastern Region to carry an emergency oil tail lamp but this was cancelled by the instruction referred to. Some trains however have continued to carry an emergency oil lamp. It is no longer necessary to carry an emergency oil tail lamp on these trains.

WAGONS FITTED WITH DISC BRAKES

All wagons fitted with disc brakes, with the exception of those listed below, are permitted to be used in the fitted portion of not fully-fitted trains.

Wagons not permitted :–

Hop AB (MGR).
17-ton Fly-Ash
21-ton Fly-Ash
24-ton Hopper Coal.

CONVEYANCE OF BOGIE PALLET VANS FOR SHELL STAR LIMITED

Before this type of vehicle is accepted for conveyance, either loaded or empty, the Area Manager responsible for the depot, or his nominated representative at the originating point must ensure a certificate is obtained from Shell Star Ltd., stating that the bogie pallet van/vans is/are correctly loaded and secured safe for despatch, and the Guard of the train must be advised that the certificate has been received for such vehicles on his train.

The certificate must be retained by the Area Manager concerned for six months.

MANNING OF LOCOMOTIVES REQUIRED TO EXAMINE A SECTION OF LINE IN AN EMERGENCY

In the event of it being necessary for a single-manned locomotive to be utilised to examine the line in an emergency under the provisions of Block Regulation 15 and another man in the Footplate line of promotion is not readily available, it is permissible for another responsible member of the staff competent in the Rules and Regulations, such as a Guard or Station Manager, to act as Secondman for the purpose of the examination

MISCELLANEOUS NOTICES – continued

CLASS 40 DIESEL LOCOMOTIVES

These locomotives must each carry two wooden scotches and when the locomotives are left stabled Drivers must in addition to applying the handbrake place a wooden scotch on each side of one wheel. Before the locomotive is moved the scotches must be removed and placed in the locomotive cab.

GUARDS REPORTS ON FREIGHT BRAKE VAN DEFECTS (OTHER THAN HOT AXLE BOXES AND WHEEL/AXLE FAILURES)

Freight Brake Van defects must be reported on Form B.R.29206 – "Guards Reports on defects in Coaching Stock." The form, when completed, must be handed to the Supervisor on arrival at destination or to the relieving guard(s), if relieved on route, for handing to the Supervisor at destination.

On receiving the completed Form B.R.29206, Supervisors must ensure that the C.&W. Repair Staff are made aware of the reported defects.

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for **Lining Machines.** In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block Lines or in a section where intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned

The maximum speeds at which the machine may be run are shown below: –

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

MATISA TYPE BNRI 85 – TAMPING/LINING MACHINE

The following instructions must be strictly observed in connection with the operation and movement of the above-named machine: –

1. The Instructions applicable to the Tamping/Lining Machine Type S.L.C., as shown in the General Appendix, must be applied at all times, **except that** the following maximum permissible speed must be observed: –

   (a) On plain line – **25 m.p.h.**
   (b) Over switches and crossings – **15 m.p.h.**

CONDUCTORS ON C.C.E. MECHANISED MAINTENANCE MACHINES

On C.C.E. Mechanised Maintenance Machines not fitted with D.S.D. equipment, notices are being fitted relating to "Engine Stop" and "Hand Brake."

In cases of emergency, the Conductor must apply the hand brake and then operate the Engine Stop Button until the machine comes to rest. (MP 37/6/11)

WORKING INSTRUCTIONS FOR THE HIGH SPEED TRAIN (PROTOTYPE)

(Note: These instructions supersede all previous Working Instructions for the prototype train)

1. INTRODUCTION

1.1 The prototype High Speed Train is a diesel electric multiple unit consisting of 2 x 2250 h.p. power cars and 7B.R. Mark III coaches, although initially only 6 coaches will be provided. One power car is attached to each end of the train and the formation must not be varied unless specially authorised by the Regional C.M.&E.E., except that in emergency, one or more coaches may be detached – see Clause 13.2.

MISCELLANEOUS NOTICES – continued

WORKING INSTRUCTIONS FOR THE HIGH SPEED TRAIN (PROTOTYPE) – continued

1. INTRODUCTION – continued

1.2 The power car consists of a driving compartment, an electrical equipment compartment, a diesel engine compartment, a radiator compartment and a luggage compartment. The luggage compartment is provided with gangway access to the train. Two compartments are provided in the rear end of the power cars within the luggage compartment and on each side of the centre gangway. These are the guard's riding compartment and the guard's brake compartment. (The latter was formerly the auxiliary driving compartment but the driving controls have been removed).

1.3 The guard's riding compartment of the rear power car will be the guard's normal riding position. Gauges which are applicable to the guard's duties are in the brake compartment and are as follows:–

A brake pipe pressure gauge.
Duplex brake cylinder pressure gauge.
A Duplex main reservoir pressure gauge.

The Duplex main reservoir pressure gauge indicates the pressure in the main reservoir of the power car on one scale and the pressure which is fed into the main reservoir pipe of the train on the other scale.

Additionally in the luggage compartment there is a luggage loading gauge which indicates the maximum weight which can be carried.

1.4 Apparatus in the guard's brake compartment which is relevant to the guard's duties is as follows:–

An emergency brake valve.
A "Train Lights On" switch.
A "Train Lights Off" switch.

A Driver-Guard communication conrol unit equipped with an isolating switch and a call buzzer.

Audio Navigator equipment,
Guard-Passenger communication control unit.
2 sets of track circuit operating clips.

1.5 When power cars only are being transferred from one point to another, they must be run in pairs, with the gangway ends coupled, in which case they must be signalled and dealt with as for light locomotives. A single power car may be hauled by a locomotive equipped with automatic air brake equipment.

1.6 The standard instructions for coupling and uncoupling electrically-heated buckeye stock are applicable to the High Speed Train, but additionally a 36-way control jumper must also be disconnected and stowed in its dummy socket when the stock is uncoupled and connected when the stock is coupled.

2. MODIFICATION OF RULES

2.1 The following rules are modified:–

2.1.1 **Section H (Clause 3.2)**
The driver must check that the detonator cupboard in the main driving compartment is sealed, as an indication that the contents are complete. If the cupboard is not sealed, a check must be made to ensure that it contains 12 detonators, 1 red flag and 1 set of track circuit operating clips.

2.1.2 **Section H (Clause 3.22)**
The driver is forbidden to leave the driving compartment without–

(a) Removing the master key.
(b) Moving the automatic brake controller to EMERGENCY
(c) Applying the parking brake.

MISCELLANEOUS NOTICES – continued

WORKING INSTRUCTIONS FOR THE HIGH SPEED TRAIN (PROTOTYPE) – continued

2. MODIFICATION OF RULES – continued

2.1.3 **Section H (Clause 5)**
Guards working the High Speed Train will be required to undertake the following additional duties:–

Operation of the lighting and air-conditioning switches.
Operation of Audio Navigator Equipment and Guard/Passenger communication control unit.
Coupling and uncoupling in an emergency.
Assisting the driver, as shown in clause 13.2.

2.1.4 **Section H (Clauses 5.2.1 and 7.2)**
The guard is responsible for ensuring that the destination indications are correctly displayed on each side of the train.

2.1.5 **Section H (Clause 7.3.1)**
The High Speed Train is fitted with an electric tail light, which must be switched on by the driver. This must be illuminated during daylight as well as during darkness. The guard must ensure the tail light is switched on before starting.

2.1.6 **Section K (Clause 3.7.3)**
Hand brakes are not provided in the guard's brake compartments of the High Speed Train and the guard must advise the driver that he is leaving the train to protect it in accordance with this Rule. The guard must inform the driver of his return to the train.

2.1.7 **Section M (Clause 3.2)**
Should the accident result in a fire breaking out, the driver must take the necessary action to extinguish it and carry out the provisions of Section M, Clause 7. The guard must protect the opposite line in accordance with Section M, Clause 3.2.1.

3. DISPLAY OF HEADLIGHTS

Indicator boxes are not provided. Two marker lights are displayed horizontally irrespective of the classification of train. In addition, a headlight which may be illuminated at all times is placed centrally between the marker lights. The Regulations on page 85 of the General Appendix do not apply to this train.

4. DUTIES OF PLATFORM SUPERVISORS

4.1 The maximum weight of parcels, mails, luggage and other articles loaded in the luggage compartment of power cars must not exceed a total of 1 ton when the power car is fully fuelled. The person in charge of the station platform at which any of this traffic is loaded must ensure that this limit is not exceeded. The luggage loading gauge (referred to in Clause 1.3) will indicate whether the load limit has been reached, and must in all cases be looked at to check that the maximum permissible load has not been exceeded.

4.2 The person in charge of the platform must also assist, if it is necessary, to detach a defective coach–see Clause 13.2.

5. BEFORE THE JOURNEY

All normal regulations for pre-conditioning Mark III coaches apply to the High Speed Train, see also Section 7.

6. DURING THE JOURNEY

All normal regulations for the operation of Mark III coaches must be observed during the journey.

7. TRAIN PREPARATION FOR SERVICE BY GUARDS

7.1 Before taking charge of the train, guards must obtain, in addition to normal equipment, a tape cassette labelled as per the train to be worked. This is for the use in the Audio Navigator equipment.

MISCELLANEOUS NOTICES – continued

WORKING INSTRUCTIONS FOR THE HIGH SPEED TRAIN (PROTOTYPE) – continued

7. TRAIN PREPARATION FOR SERVICE BY GUARDS – continued

7.2. The guard must check on each coach that the distributor isolating handle which is painted red is in the vertical (brake operative) position, and the main reservoir isolating cock handle, which is painted yellow, is in the horizontal (open) position. If the distributor isolating handle is found in the horizontal (isolated) position but the vehicle is without a "For Repair– Automatic Brake Defective" label, the handle must be placed in the vertical (brake operative) position. The main reservoir pipe isolating cock must also be checked to ensure that it is in the horizontal (open) position.

7.3 When an internal or external heating supply is available, the air-conditioning equipment must be switched on in each train vehicle by inserting a carriage key into the control panel. The key must be inserted with the stem pointing upwards to the position marked OFF. The key must then be turned through 180°, until the stem points to AUXILIARIES and A.C. After a brief period, the green lamp will illuminate to indicate that the auxiliary and air-conditioning equipment is functioning. If, however, the train is to be run empty, the control switch must be turned through 90° in either a clockwise or anti-clockwise direction to AUXILIARIES ONLY. This will enable the motor/alternator unit to run and the coach lighting and internal door control equipment will operate.

7.4 Individual coach lighting or full train lighting can be operated by a lighting control panel adjacent to the Auxilliary and Air-Conditioning control unit. Train lighting can also be switched on from the guard's brake compartment of either power car. The train lighting can only be switched on or off if the auxilliaries and air-conditioning switch in the coach concerned is away from the OFF position.

8. BRAKE REGULATIONS

8.1 The Regulations for Working the Automatic Air Brake on Locomotive-operated Trains (as shown in the General Appendix) apply to this train, with the exceptions as shown below :–

8.1.1 All pressure gauges are calibrated in units of BAR, which is the unit of pressure specified in the new International System of Units (Systems Internationale or S.I.).

8.1.2 One bar is equivalent to approximately 14.5 p.s.i. i.e. slightly less than atmospheric pressure.

Description	HST Pressure	
	Bar	P.S.I. Equivalent
Main reservoir maximum	10	145
Main reservoir pipe	7	101.5
Brake pipe, RUNNING	5	72.5
Brake pipe, FULL SERVICE	3.5	50.2

8.1.3 The brake equipment on the Mark III coaches is of the standard British Railways 2-pipe system. Calliper-disc brakes are used on all wheels.

8.2 Brake Continuity Test

8.2.1 The driver and guard must co-operate in making this VITAL test which is for the purpose of proving the continuity of the brake pipe throughout the train. A brake continuity test must be made in the following circumstances WITHOUT EXCEPTION :–

Before a train leaves a depot or stabling point.
Before commencement of a journey.
Whenever a train is taken over in the absence of the former driver and/or guard (or shunter).
After the train has been re-formed or uncoupled and re-coupled at any point.
After any brake defect or irregularity has been isolated or rectified.

MISCELLANEOUS NOTICES – continued

WORKING INSTRUCTIONS FOR THE HIGH SPEED TRAIN (PROTOTYPE) – continued

8. BRAKE REGULATIONS – continued

8.2 Brake Continuity Test – continued

8.2.2 The procedure for carrying out the brake continuity test is as follows :–

8.2.2.1 The driver, who must be in the **leading main driving compartment,** must move the automatic air brake controller to RUNNING and carry out the instructions as shown in the Driver's Manual, BR. 33056/36.

8.2.2.2 The guard who must be in the guard's brake compartment of the **rear power car,** must check that the brake pipe pressure is approximately 5.0 bar and the main reservoir pipe pressure is approximately 7.0 bar.

8.2.2.3 The guard must open the emergency brake valve for ½ minute, observe that the brake pipe pressure falls and that the pressure rises in the brake cylinders of both bogies as indicated on the duplex gauge. On closing the valve, he must check that the brake pipe pressure rises to approximately 5.0 bar and that brake cylinder pressure reduces to zero in the brake cylinders of both bogies.

8.2.2.4 The driver must observe the resulting drop in brake pipe pressure and subsequent rise to approximately 5.0 bar.

8.2.2.5 The guard must then communicate with the driver and both must confirm their satisfaction with the test.

8.2.2.6 The driver must, if driving from a different cab from that in which preparation was performed, or after changing ends, press and release the overcharge button.

8.2.2.7 The guard must not give the signal to start until he has carried out his duties in the above test.

8.2.2.8 THE DRIVER MUST NOT START THE TRAIN UNLESS HE HAS OBSERVED THE FALL AND RISE OF PRESSURE ON THE BRAKE PIPE PRESSURE GAUGE IN THE LEADING DRIVING COMPARTMENT.

8.3 During the journey

8.3.1 Should the guard find, during the journey, that the brake pipe pressure gauge indicates less than the normal brake pipe pressure (i.e. approximately 5.0 bar), unless he is satisfied that this is caused by the driver's brake application, he must advise the driver, in order that the train may be stopped to establish the cause. If he is unable to communicate with the driver, the guard must apply the brake.

8.3.2 When in the guard's brake compartment, the guard should observe on the duplex gauge that pressure rises in the brake cylinders of both bogies, when the driver applies the brakes. If a rise in pressure in the brake cylinders of both bogies is not indicated, the driver must be immediately informed.

8.4 Brake Defects

8.4.1 Failure to create a brake pipe pressure of approximately 5.0 bar throughout the train may be due to one or more of the following defects:–
Defective power car apparatus.
A defective coach.
The front brake pipe cock on the leading power car or the rear brake pipe cock on the trailing power car not fully closed.
An intermediate brake pipe cock not fully opened.
Leakage between flexible hose couplings on the vehicles.
A passenger communication valve open. This will be noted by the audible indicator.
A guard's brake compartment emergency brake valve open.
Blockage of the brake pipe by an obstruction.

8.4.2 If before starting, a brake pipe pressure of approximately 5.0 bar cannot be created throughout the train, the driver must be informed.

8.4.3 If the leading power car is found to be in order, the guard must inform the person in charge, who must arrange for the vehicles to be examined and tested.

MISCELLANEOUS NOTICES – continued

WORKING INSTRUCTIONS FOR THE HIGH SPEED TRAIN (PROTOTYPE) – continued

8. BRAKE REGULATIONS – continued

8.4 Brake Defects – continued

8.4.4 If the brake will not release on any vehicle, the distributor release handle, indicated by a white star, must be pulled. If the brake still cannot be released, the main reservoir isolating cock, painted yellow, must be moved to the vertical (closed) position and the distributor isolating handle, painted red, must be moved to the horizontal (brake isolated) position. The distributor release cord must then be pulled again.

8.4.5 If the brake on any vehicle is found to be dragging, the release cord must be pulled. If this does not release the brake, it should be isolated as described in the previous paragraph. If the brake does not release and the defect cannot be remedied, the vehicle must be detached at the first available point, any movement being made at reduced speed.

8.4.6 If the brake on any intermediate coach is isolated, the driver must be informed and instructed to limit the speed to 10 m.p.h. below the maximum permitted speed limit. Similarly if the brakes on two coaches are isolated, the driver must be instructed to limit the speed to 20 m.p.h. below the maximum permitted speed limit. The foregoing speed reductions do not apply on lines where the maximum permitted speed limit is 40 m.p.h. or less, but the driver must reduce speed as necessary having regard to the brake power available.
The train must not be permitted to commence a journey with the brakes isolated on more than two coaches. If the brakes become defective on more than two coaches on the train during service, it may be worked forward at a reduced speed having regard to the brake power available to the nearest convenient point where either the defect can be remedied or the defective vehicles detached.

8.4.7 The train must not start if the brakes are isolated on both bogies of either power car. One bogie isolated on either power car must be regarded as the equivalent to one intermediate coach and the speed limited accordingly. Should the brakes on both bogies of either power car become inoperative during the journey, the train must not proceed until a locomotive or a fully fitted air or vacuum braked train has been attached to the defective power car.

8.5 Defective Brake Pipe

8.5.1 If a brake pipe becomes defective on any vehicle during the journey, the brake pipe cock next in front of the defective vehicle must be closed, and the pipes uncoupled and placed on the brackets.

8.5.2 The brake pipe cock at the leading end of the defective vehicle must then be fully opened and the brake released by hand on the defective vehicle and all others in the rear.

8.5.3 The automatic brake will be inoperative on the defective vehicle and those in the rear. The train must not proceed until either a locomotive or a fully-fitted air or vacuum braked train is attached to the rear of the train. The train may then proceed at a reduced speed having regard to the brake power available.

8.6 Defective Main Reservoir Pipe

8.6.1 If a defect occurs to the main reservoir pipe, either before starting where it is not possible to remedy the defect without delay, or en route, the main reservoir cocks on either side of the defective hose must be closed. The train will then continue to operate under the "2-pipe" system, i.e. with the air being supplied from each end of the train.

8.6.2 If a defect occurs to a second main reservoir pipe, the main reservoir cocks on either side of the defect must be closed. The brake throughout the portion between the defective pipes will then be working "single pipe" and the driver must be advised of the number of vehicles working "single pipe". When there is no main reservoir supply of air, the automatic internal doors must be manually operated on the affected vehicles, and the guard should inform the passengers accordingly. Increased internal noise and vibration may also be experienced, due to deflation of the secondary suspension.

8. BRAKE REGULATIONS – continued

8.7 Operation of the Passenger Communication Apparatus

Passenger Communication Valve Indicators are not provided on Mark III coaches. Operation of the Passenger Communication Apparatus will apply the brake and reduction in the brake pipe pressure will be indicated by the gauges in the driving and guard's brake compartments of the power cars. When there is pressure in the brake pipe, an audible indicator will sound beneath the vehicle concerned. If there is reason to think that the apparatus has been used, but not noticed by the driver, the guard must stop the train by application of the emergency brake valve. The apparatus must be reset by means of a carriage key which is inserted beneath the operating handle that has been used.

9. FIRE PRECAUTIONS

9.1 In the event of an outbreak of fire in the engine room or electrical equipment compartment of a power car, the fire alarm bells will ring in all driving cabs and guard's brake compartments. The engine will stop automatically in the affected power car, after which B.C.F. (bromochlorodifluromethane) vapour will be automatically discharged in the engine room and electrical equipment compartment. All doors giving access to these compartments must be kept closed at all times.

9.2 When the fire alarm bells sound, staff must not enter the engine room or electrical equipment compartment of the power car without the authority of the driver. Any person in the engine room or electrical equipment compartment when the bells sound MUST LEAVE IMMEDIATELY and close all doors.

9.3 Care should be taken to avoid contact with, or inhaling of, the B.C.F. vapour. If contact is made with the vapour, the following precautions should be taken:–

9.3.1 Remove the person concerned away from the discharge area, to a place where there is plenty of fresh air. Arrange for medical aid if the person appears to have been affected by the vapour, stating that he has been affected by the discharge of a B.C.F. fire extinguisher.

9.3.2 If any liquid from a fire extinguisher enters the eyes, flush them as soon as possible with large quantities of clean water.

9.4 Fires occurring elsewhere in the power cars or train must be dealt with by hand extinguishers in accordance with instructions contained in the Fire Manual.

10. TRAIN HEATING ISOLATING SWITCH

A "train heat isolating switch" is fitted behind a glass panel in each coach. In an emergency, such as fire, etc., the train heating supply should be cut off by turning the switch to the OFF position. The train heating supply will not be restored by turning the switch back to the ON position and the driver must be informed whenever it is used. In the event of fire, the provisions of Section M, Clause 7 of the Rule Book must be carried out and the air conditioning control switch of the affected vehicle must, where possible, be turned to the AUXILIARIES ONLY position.

If the vehicle in which the emergency arose is retained in the train after rectification of the fault, the train heating isolating switch must be turned back to ON and the driver informed, before the air conditioning control switch is returned to AUXILIARIES AND A.C.

MISCELLANEOUS NOTICES – continued

WORKING INSTRUCTIONS FOR THE HIGH SPEED TRAIN (PROTOTYPE) – continued

11. DRIVER/GUARD COMMUNICATION

11.1 The standard buzzer code for multiple-unit trains (as amended below) will apply for this train:–

Stop	1 ring
Start	2 rings
Set back the train	3 rings
Guard or Driver attend telephone	3 rings, pause, 3 rings
Slow down when propelling	4 rings
Driver or guard leaving train in accordance with rules	5 rings
Draw forward	6 rings

These buzzer codes must be acknowledged by repetition.

11.2 When the train is running, the driver/guard communication control unit must only be used for emergencies.

12. OPERATION OF THE AUDIO NAVIGATOR EQUIPMENT

12.1 When the train is in the departure platform, the guard must:–

12.1.1 Unlock the cabinet locks, raise the lid and relock it in the raised position.

12.1.2 Turn the control knob from position 1 "OFF" to position 2 "STAND-BY".
Note – There are two stand-by positions.

12.1.3 Select the correct tape for the train, e.g. 08 40 Leeds – Edinburgh and insert it into the right-hand slot of the tape reader, with the arrow pointing upwards, until it clicks into position.

12.1.4 Turn the control knob to position 3 "RUN ON" and listen for the announcer to say "START OF TAPE" followed by the train description, e.g. "Start of tape 08 40 Leeds to Edinburgh". When this announcement is heard over the loudspeaker in the apparatus, turn the control knob IMMEDIATELY to position 4 "STAND-BY". If the tape has not been allowed to complete the previous journey, keep the control knob at position 3 "RUN ON" until all announcements of the last journey have been made and the announcement "END OF TAPE" is heard followed by, after a pause of about 45 seconds, the start of a tape announcement. The control knob should then be turned to position 4 "STAND-BY".

12.1.5 About five minutes before departure, turn the control knob to position 5 "RUN". The first train broadcast will then be automatically made. The apparatus will work automatically after this for the remainder of the journey over the route shown on the tape label.

12.2 When the train has come to a stand at the final destination platform, the guard must:–

12.2.1 Turn the control knob to position 3 "RUN ON" until the announcement "END OF TAPE" followed by the train description is heard on the monitor speaker in the apparatus. Then IMMEDIATELY switch the control knob to position 1 "OFF".

12.2.2 Remove the train tape by pressing the tape release button.

12.2.3 Release the locks, lower the lid and lock the cabinet.

Note – The cabinet lid will not close fully unless the apparatus is switched off and the cassette is removed.

12.3 In the event of the apparatus giving distorted reproduction or continuous whistling noises, etc., check for approximately three minutes if the conditions persist. If they do, or if the messages are broadcast at incorrect points on the route, the guard must proceed as follows:–

12.3.1 Turn the control switch to OFF position.

WORKING INSTRUCTIONS FOR THE HIGH SPEED TRAIN (PROTOTYPE) – continued

12. OPERATION OF THE AUDIO NAVIGATOR EQUIPMENT – continued

12.3.2 Lock the cabinet after withdrawing the tape cassette.

N.B. – The tape will be part of way through the complete cycle when withdrawn from the unit. It should be wound on until "END OF TAPE" is heard with the switch in the "RUN ON" position prior to being used again.

12.3.3 Report the condition at the earliest opportunity.

12.4 In the event of this equipment being defective or when it is necessary for announcements not covered by the prepared script to be made, they should be made manually by means of the Guard/Passenger communication hand set.

13. PROPELLING

13.1 Propelling is prohibited on running lines and in sidings except for movements in connection with single line working, for rejoining portions of a divided train, or as described in clause 13.2.

13.2 When it is necessary to detach one or more defective vehicles, and a locomotive is available this must be attached to either end of the defective train and used to perform the necessary shunting movements. When a locomotive is not available for this purpose, a competent person must ride in the driving compartment in which the driver is situated, with the doors open. He must then inform the driver verbally when to start and stop, in accordance with the hand-signals given by a person on the platform or on the ground. A competent member of the staff must be on the platform or on the ground to signal to the person in the doorway of the driving cab when to start or stop, when placing defective vehicles on another line or when rejoining the portions of the train. A speed of 5m.p.h. must not be exceeded in any of these movements when propelling.

13.3 When propelling a complete train, a speed of 5m.p.h. must not be exceeded and the guard must ride in the leading driving cab, keep a good look out, operate the warning horn when necessary and be prepared to stop the train as required by application of the emergency brake (see Note below). The guard must carefully observe all signals and signal to the driver in accordance with the buzzer codes shown in Section 11. In the event of failure of the Driver/Guard communication, the train must be driven from the leading end.

Note.– The guard must apply the brake in emergency by depressing the plunger of the emergency brake valve on the left hand side of the driving desk.

14. TRAIN DIVISION

If the train should become divided in running, the driver must as soon as possible apply the parking brake in both portions of the train and the guard must immediately secure the vehicles in the rear portion by means of scotches. The provisions of paragraph 13.2 must be observed when propelling on to the rear portion of the train. A speed of 5m.p.h. must not be exceeded.

15. DRIVING APPARATUS DEFECTIVE

15.1 In the event of the driving apparatus becoming defective, the train must be brought to a stand and assistance obtained. The provisions of the Driver's Manual (BR.33056/36 and /37) must be observed. The train may, however, be driven to a recessing point or platform in the rear from the leading cab in direction of travel, in accordance with the Rules.

15.2 The emergency drawhook at the outermost end of the train where assistance is to be provided must be lifted and pinned in the raised position. The spare screw coupling in the luggage compartment may be used, if required.

16. ASSISTANCE OF FAILED TRAINS

This train may be used in emergency to propel a failed train in order to clear the section, but only in such cases where the weight of the failed train (including the locomotive) is not in excess of that of the High Speed Train, i.e. 360 tons. The distance over which such propelling takes place must be the shortest possible i.e. into the next available loop or siding.

MISCELLANEOUS NOTICES – continued

WORKING INSTRUCTIONS FOR THE HIGH SPEED TRAIN (PROTOTYPE) – continued

17. DEFECTIVE COACH – ROUGH RIDING

An increase in vibration and noise in a coach and a lowering of the gangway height usually indicates loss of air pressure from the air suspension equipment in the bogie of the affected coach. This must be reported at the end of the journey.

18. GUARDS DUTIES AT COMPLETION OF JOURNEY

18.1 When the train has completed its journey, the air-conditioning equipment may be allowed to operate continuously, until the next duty, providing the diesel engines are being run or shore supplies are being provided throughout the intermediate period. If the train is to run empty to a stabling point etc., carriage heating is not required, but the air-conditioning control switch in each coach must be turned to AUXILIARIES ONLY.

18.2 When the train is finally stabled, the air-conditioning control switch in each coach must be turned to OFF. Additionally, all coach lighting must be switched off when the train is being stabled.

LIGHT INDICATORS AT DONCASTER

Warning light indicators showing "LINE CLEAR" or "TRAIN COMING" have been provided at the following locations :-

(1) Adjacent to the Up Mineral points box at Doncaster Mineral Bank at the timber constructed crossing. These Indicators apply to train movements on the Down and Up Main lines only.

(2) At the sleeper crossing located between Red Bank Signal Box and the Shunters Cabin and apply to train movements on the Down and Up Main lines only.

CONISBROUGH–CADEBY COLLIERY

The "Through Running Road" from Cadeby Colliery Signal Box to Denaby "A" Signal Box at Cadeby Colliery is blocked until further notice.

ECCLESFIELD EAST (SMITHY WOOD COKE EMPTY SIDINGS)

A level crossing has been installed at 6m.p.h. between Ecclesfield East and Smithy Wood Coke Ovens Empty Sidings ground frame across the Single running line, the Empty Wagon line and two N.C.B. Sidings adjacent to the Empty Wagon line.

ULCEBY STATION

Until further notice, a restriction is imposed upon the working of B.R. Standard Coaching Stock stencilled "C.1" at Ulceby Station. If a train conveying these vehicles is allowed into the staion on the Up Main, the Down Main line through the Station must be kept clear and vice versa. MO.24/2

BETWEEN ULCEBY AND THORTON ABBEY STATIONS– NO.6 OCCUPATION LEVEL CROSSING

Until further notice, the above level crossing situated at 101 miles 27 chains will be frequently used by Contractors heavy vehicles between 08 00 and 16 00 daily.

BETWEEN ULCEBY JUNCTION AND IMMINGHAM RECEPTION SIDINGS SIGNAL BOXES–NO.7 OCCUPATION LEVEL CROSSING

Until further notice, the above level crossing situated 101 miles 14 chains, will be frequently used by Contractors heavy vehicles between the hours of 08 00 and 16 00 daily.

TINSLEY MARSHALLING YARD
EMERGENCY MOVEMENT OF LOCOMOTIVES OVER MAIN HUMP

The following types of Main line Diesel locomotives are authorised to run over the Main Hump in an emergency :-

Class 20 Type 1 1000 hp English Electric locomotive.
Class 24 and 25 Type 2 1160/1250 hp B.R. Sulzer locomotive.
Class 30 and 31 Type 2 1250 and 1470 hp Brush locomotive.
Class 37 Type 3 1750 hp English Electric locomotive.
Class 47 Type 4 2750 hp Brush Sulzer locomotive.
Class 55 Type 5 3300 hp English Electric locomotive.

The following conditions are laid down to cover these emergemcy movements :-

1. The only persons authorised to introduce this work are the Yard Manager, or the Assistant Yard Manager, on duty.
2. When the permitted locomotives move over the Main Hump with or without wagons attached they must not exceed a maximum speed of **4 m.p.h.**
   The Driver should be reminded of this in each case of this emergency working.
3. No load should be taken over the Main Hump liable to cause the locomotive to slip.
4. Authorised locomotives will be permitted to run over the Main Hump with or without a raft of wagons in either direction through the main sorting sidings.
5. The maximum speed limit of **4 m.p.h.** must never be exceeded.
6. The Dowty Booster/Retarders should not require their pressure reducing.
7. Diesel Electric Main line locomotives must not be worked at any time over the Mechanical feed roads to the secondary hump.

WATH MARSHALLING YARD
MOVEMENT OF LOCOMOTIVES OVER WATH "A" HUMP

Locomotives of the undermentioned classes are now permitted to work over Wath 'A' Hump :–

Class 31 Type 2, 1250/1470 h.p. Brush locomotive.
Class 37 Type 3, 1750 h. p. English Electric locomotive.
Class 47 Type 4, 1750 h.p. Brush Sulzer locomotive.
Class 20, Type 1, 1,000 h. p. E.E.locomotive.
Class 24, Type 2, 1,160 h. p. B.R./Sulzer locomotive.
Class 25, Type 2, 1,250 h.p. B.R./Sulzer locomotive.

This permission cannot, however, be extended to Wath 'B' Hump.

BERTHING OF INCOMING LOCOMOTIVES AT STRATFORD RUNNING AND MAINTAINING DEPOT

As a result of the move of the Running Foreman's Offices to the building at the rear of "A" Shed, Drivers should note that all locomotives arriving on the Depot must pass through the washing machine and be washed and then left at the fuelling point.

The fuelling point must be regarded as the finishing point for incoming locomotives.

In the event of any undue delay the Running Foreman's attention must be called.

BETWEEN BRAINTREE GOODS JUNCTION AND BRAINTREE GOODS YARD

Lorries will be crossing tracks and tipping waste materials in triangle at 18m. 18chs.

ALTERATIONS TO THE RULE BOOK

Section D, Clause 1

Amplify the left hand column of the "Exception" to read :–

To indicate to a Driver that vacuum or air brake pipe pressure requires to be created.

(Regulations for Working the Automatic Vacuum Brake and Regulations for Working the Automatic Air Brake)

Section D, Clause 5 (f)

Amplify the text on the right hand side of the illustration to read :–

Create vacuum or air brake pipe pressure.

Section H, Clause 3.2–**Delete** and **substitute** the following:–

3.2 Equipment

Each locomotive cab is equipped with a track circuit operating clip, 12 detonators and 2 red flags.

Multiple-unit cabs are each provided with a track circuit operating clip, 12 detonators and 1 red flag.

NOTE : Two track circuit operating clips are provided in the cab of a locomotive which has only one cab.

The Driver must have with him a handlamp. When preparing the locomotive or multiple-unit train, he must satisfy himself that the driving cabs are properly equipped as shown above. Where the equipment is contained in a sealed case/cupboard the Driver must check that the seal is intact as confirmation that the contents are correct. If the case/cupboard is not sealed, he must make a visual check of the equipment.

Section H, Clause 6.2

Delete :– "1 half-gallon can of oil" from list of equipment.

Section K, Clause 3.1.3.

Delete last two lines and **substitute** the following :–

....at a signal bearing one of the signs shown in Diagram No.1, 2 or 3 or is standing at a position light or miniature colour light shunting signal.

If the train or vehicle is standing at a position light or miniature colour light shunting signal and is detained for an unusually long time, the Guard or Shunter (or Secondman, where provided) must remind the Signalman either by going to the signal box or by using the nearest telephone communicating with the signal box. In the latter case the person using the telephone must ensure that he is speaking to the right Signalman and must clearly tell him the line on which the train or vehicle is standing and the prefix letters and number or the title of the signal at which it is detained.

Section K

Amend clauses 3 5 and 3 . 6 to read as under:–

3.5 **Goods lines worked under Permissive Block or "No Block" Regulations, and goods loop lines.**

It will not be necessary for the Guard, Shunter or Secondman to remind the Signalman of the position of the train except:–

(a) for shunting operations as provided for in clause 3.1.3 of this Section, or

(b) when such lines are being used temporarily by passenger trains under Absolute Block Regulations, in which case the provisions of this Section must be carried out for all trains. Unless prior advice has been given of such working the Signalman at the signal box controlling the entry to such lines will stop all trains proceeding over them and inform Trainmen that passenger trains are being worked thereon.

ALTERATIONS TO THE RULE BOOK – continued

Section K – Amend – continued

3.6 **Station Working**

Except for shunting operations as provided for in clause 3.1.3 of this Section, it will not be necessary for the Guard, Shunter or Secondman of a passenger train or other train composed of coaching stock or light locomotive, to remind the Signalman of the position of the train in the following circumstances:–

(a) at station platform lines worked under Permissive Block Regulations

(b) at a platform where Station Yard Working (Section H, clause 3.6) is in operation,

(c) on dead-end lines at terminal stations or on dead-end bays through stations.

Section N, Clause, 2.3.1

Delete (including the diagram) and **substitute** the following:–

2.3.1 The Pilotman must wear on his left arm an armlet with the word "Pilotman" shown thereon in white letters on a red background.

ALTERATIONS TO GENERAL APPENDIX

Page V

INDEX

S

Page

Add:–

Page 3

Add:–

STAFF WORKING ON OUTSIDE OF TRAINS STOPPED ON RUNNING LINES DUE TO FAILURE OR OTHER EXCEPTIONAL CAUSES

Should it be necessary for staff to work on the outside of a train in a position where they would be exposed to danger from trains passing on adjoining line(s), and a Lookoutman is not available, the staff concerned should advise the Signalman of the circumstances and request him to stop and caution trains on adjoining lines.

On receipt of such advice, the Signalman must ascertain the precise location of the train and the line(s) on which trains require to be cautioned. He must then stop each train proceeding on the adjoining lines, advise the Driver of the circumstances and the location of the train and instruct him to proceed cautiously past it. If a train(s) is approaching which it is not possible for the Signalman to caution, he must so advise the person making the request and the latter must not allow the work to commence until such trains have passed.

If the Signalman receiving the request does not control the protecting signal for any of the adjoining lines involved, he must immediately consult the other Signalman and obtain his assurance that he will caution trains on the line(s) concerned. He must also ascertain from the other Signalman whether any train is approaching which cannot be cautioned and, if so, the person making the request must be so informed.

When work on the train has been completed, the staff concerned must advise the Signalman and normal working must then be resumed. Where necessary, the Signalman must advise the other Signalman concerned.

The Signalman must make appropriate entries in the Train Register.

ALTERATIONS TO GENERAL APPENDIX – continued

Page 26

TABLE SHOWING AUTHORISED PROCEDURES FOR ASSISTING TRAINS ON WHICH THE LOCOMOTIVE HAS FAILED.

Add after Note 3 beneath the Table :–

4. Class 87 locomotives cannot be used for assisting vacum braked trains from the rear unless the failed locomotive can create and maintain vacum.

INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEERS' SELF–PROPELLED "ON TRACK" MACHINES

Section "C"

Pages 69 and 70 – Special Instructions relating to particular machines –

Ballast Regulating Machines – Add on page 70 –

Plasser type USP 5000 C

39A Ballast Regulating Machines type USP 5000 C will operate track circuits and the provisions of Instruction 11 of Section "A" will not apply, but if detained at a stop signal the provisions of the Rule Book, Section K, must be observed in the normal way.

Page 87

Delete item headed, "Maximum Permitted Speeds of Locomotives Running Light, or with One or Two Vehicles Only" (as shown in Supplement No. 1) and **substitute** the following:–

MAXIMUM SPEED OF LOCOMOTIVES RUNNING LIGHT, OR WITH ONE OR TWO VEHICLES ONLY

Unless otherwise specially authorised, locomotives running light, or with trains composed of one or two coaching stock vehicles, or one or two fitted freight vehicles only, are limited to the maximum speeds shown below:–

Speeds (miles per hour) as shewn in Table A of Sectional Appendices	**Maximum permitted speed (mph) when running light or with one or two coaching stock or fitted freight vehicles only**
Up to 55	No reduction in speed required
60 – 70	55
75 – 90	65
95 – 100	75

Where lower speed limits are laid down in the weekly Notices of Engineering Works or for particular types of locomotives or vehicles, such speed restrictions must in all cases be complied with. Guards must remind Drivers working trains composed as shown above of the speed limits which will apply on the route over which the journey is to be made.

When for any reason a locomotive requiring to run light is incapable of attaining the appropriate maximum speed shown in the right hand column above, the Person in charge of the Depot where the light journey is to originate must advise the Control Office for that locality, who will suitably advise Signalmen and other Control Offices concerned.

Page 90 (pages 19 – 30, Supplement No. 1) – **PROVISION OF ELECTRIC POWER SUPPLY TO LOCOMOTIVE–HAULED TRAINS FOR HEATING, AIR CONDITIONING, ETC.**

Clause 24– Table on page 29 of Supplement No. 1 – **Amend** Index Number of Class 45/1 locomotives to read "66".

Page 90

Delete instruction headed "Steam Heating of Passenger Trains – Periods during which Steam Heating must be Applied or Discontinued" (as amended by Supplement No. 1) and **substitute** the following:–

Heating of Passenger Trains – Periods during which Heating must be applied or discontinued.

Except where otherwise authorised Steam Heating Pipes and electrical jumper cables must remain on coaching stock vehicles and be coupled for use throughout the year.

ALTERATIONS TO GENERAL APPENDIX – continued

Page 90 – substitute – continued

Heating to be made available as follows:–

(a) On trains conveying Post Office vehicles and Sleeping Cars throughout the year.

(b) **Express Passenger Trains –**

(i) 1 October to 30 April – except that at local discretion heating should not be provided if weather conditions render it unnecessary.

(ii) From 1 May to 30 September, heating should not be provided except if, at local discretion, weather conditions make it essential.

(c) **Other Trains**

1 October to 30 April, except that at local discretion heating should not be provided if weather conditions render it unnecessary.

Pre-heating and super-heating both in respect of the necessity for these operations and their duration is to be at Regional discretion as dictated by weather conditions.

With trains on which the heating is part of the air-conditioning system, or on which the heating is automatically controlled, the system should function normally at all times.

Page 121

Delete item headed "LINESIDE FIRES" and **substitute:–**

PREVENTION AND EXTINCTION OF LINESIDE FIRES

Under the Railway Fires Acts, 1905 and 1923, the British Railways Board is liable for damage to forests, plantations, woods, orchards, market and nursery gardens, agricultural land and fences or crops thereon resulting from sparks from locomotives, and it is essential for all persons employed on the Railway to exercise the greatest vigilance at all times to prevent fires, and, where they occur, to extinguish them.

Signs will be erected alongside the line marking entry to and exit from zones of specially high fire risk. The sign indicating entry to such a zone will be in the form of a black conifer on a yellow background and that denoting the exit will be a vertical black band on a yellow background. Both signs will be circular, approximately two feet in diameter.

Track Chargemen must observe the following instructions :–

Grass and undergrowth on British Railways land which if set on fire might endanger operational equipment must be cut down, burnt (if this can be done safely) and/or cleared away; likewise where there is a vermin problem or to meet legitimate complaints by local landowners.
Where forests, plantations, woods and orchards adjoin the line side, they must be inspected periodically and where undergrowth therin is a source of danger of fire, the Owner must be requested to clear it away. Should the Owner decline to remove the undergrowth, or the Owner or his Agent cannot be communicated with easily, full particulars must be reported to the Divisional Engineer. B.R. staff may remove such undergrowth without the Owner's consent, but will be liable for any damage caused by taking advantage of the right and this power must not be exercised without the authority of the Divisional Engineer.

Page 125

Add the following after item headed "Whistle Boards".

LINE SIDE SIGNS INDICATING CATCH, SPRING OR UNWORKED TRAILING POINTS

New catch, spring or unworked trailing points will be identified by a double-sided sign showing the letter "S" in black on a white triangular background.

(NOTE – The sign is also being provided for existing catch, spring or unworked trailing points not at present identified by a line side sign).

ALTERATIONS TO REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS (BR 29960)

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES BY THE ABSOLUTE BLOCK SYSTEM

Page 4 – Bell Signals

Class 6 trains

Amplify existing item in "Description of Train" column in respect of Class 6 trains to read:–

(a) Fully fitted Company or block train, Parcels train or milk train. Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60mph.

(b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60mph and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Class 7 trains

Add the following under existing item in the "Description" and "Code" Columns:

Empty coaching stock train not fully fitted but with the automatic brake connected up and in use on not less than half the vehicles and conveying a freight brake van as the last vehicle. 1–2–5

Classes 7 and 8 trains

Amend references in "Description of Train" column to "Section E" to read "Section 6".

Page 29 – Absolute Block Regulation 19, clause (e).

Amend beginning of first paragraph of Clause (e) to read:–

(e) Should a Class 7, 8 or 9 train pass...

Delete the note in italics at the end of Clause (e).

REGULATIONS FOR TRAIN SIGNALLING BY THE PERMISSIVE BLOCK SYSTEM

Page 54 – Regulation 4(iv), Item (a)

Amend first paragraph under heading "(a) Where Calling-on signals are provided" to read:–

Goods Lines:–

On receipt of the 2–4–2 bell signal, the train must be brought nearly to a stand at the section signal, after which the Calling-on signal must be cleared.

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES BY THE TRACK CIRCUIT BLOCK SYSTEM

Page 61 – Bell Signals

Class 6 trains

Amplify existing item in "Description of Train" column in respect of Class 6 trains to read:–

(a) Fully fitted Company or block train, Parcels train or milk train. Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60mph.

(b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60mph and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Class 7 trains

Add the following under existing item in the "Description" and "Code" columns:–

Empty coaching stock train not fully fitted but with the automatic brake connected up and in use on not less than half the vehicles and conveying a freight brake van as the last vehicle. 1–2–5

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES BY THE TRACK CIRCUIT BLOCK SYSTEM – continued

Page 61 – Bell Signals – continued

Classes 7 and 8 trains

Amend references in "Description of Train" column to "Section E" to read "Section 6".

Page 71 – Track Circuit Block Regulation 19, Clause (g)

Amend beginning of Clause (g) to read:–

(g) Should a Class 7, 8 or 9 train pass. . .

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE ELCTRIC TOKEN BLOCK SYSTEM

Page 80–Bell signals

Class 6 trains

Amplify existing item in "Description of Train" column in respect of Class 6 trains to read:-

(a) Fully fitted Company or block train, Parcels train or milk train. Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.

(b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Class 7 trains

Add the following under existing item in the "Description" and "Code" columns:-

Empty coaching stock train not fully fitted but with the automatic brake connected up and in use on not less than half the vehicles and conveying a freight brakevan as the last vehicle. 1–2–5

Classes 7 and 8 trains

Amend references in "Description of Train" column to "Section E" to read "Section 6".

Page 86

Regulation 4 (c)

Amend reference to "Regulation 14 (h)" to read "Regulation 14 (g)".

Page 98–Electric Token Block Regulation 19, Clause (d)

Amend beginning of clause (d) to read:-

(d) Should a Class 7, 8 or 9 train pass ...

Delete the notice in italics at the end of Clause (d).

Page 101–Regulation 25, Clause (b)

Delete first paragraph (including the diagram) and **insert** the following:-

(b) A competent person must be appointed as Pilotman who must wear on his left arm an armlet with the word "Pilotman" shown thereon in white letters on a red background.

REGULATIONS FOR TRAIN SIGNALLING WITH TRAIN STAFF OR TRAIN STAFF AND TICKET WORKING

Page 112–Bell Signals

Class 6 trains

Amplify existing item in "Description of Train" column in respect of Class 6 trains to read:-

(a) Fully fitted Company or block train, Parcels train or milk train. Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.

(b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

REGULATIONS FOR TRAIN SIGNALLING WITH TRAIN STAFF OR TRAIN STAFF AND TICKET WORKING – continued

Page 112 – Bell Signals – continued

Classes 7 and 8 trains

Amend references in "Description of Train" column to "Section E" to read "Section 6".

Class 7 trains

Add the following under existing item in the "Description" and "Code" columns:-

Empty coaching stock train not fully fitted but with the automatic brake connected up and in use on not less than half the vehicles and conveying a freight brakevan as the last vehicle. 1–2–5

Page 117–Regulation 4

Amend clause (e) to read:-

(e) At a junction (other than a crossing place) where an additional home signal is situated at least ¼ mile in rear of the junction home signal, the additional home signal must not be cleared for a train to proceed towards the junction home signal if a conflicting movement has been authorised or a train accepted in accordance with this Regulation from another direction in which there is no such additional home signal, until the movement which has been authorised has passed clear of the junction or the train which has been accepted from another direction has been brought to a stand at the signal protecting the junction or has passed clear of the junction. When, however, a train for which the additional home signal has been cleared has come to a stand at the junction home signal, a movement may be permitted ahead of the latter signal, or a train accepted from another direction in which there is no such additional home signal.

Page 129–Train Staff and Ticket Block Regulation 19, Clause (d)

Amend beginning of Clause (d) to read:–

(d) Should a Class 7, 8 or 9 train pass . . .

Delete the Note in italics at the end of Clause (d).

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE TOKENLESS BLOCK SYSTEM.

Page 142–Tokenless Block Regulation 19, Clause (d)

Amend Beginning of Clause (d) to read:–

(d) Should a Class 7, 8 or 9 train pass . . .

Page 145–Regulation 25, clause (b) (i)

Delete first paragraph (including the diagram) and **insert** the following :–

(i) A competent person must be appointed as Pilotman in accordance with laid down local arrangements. He must wear on his left arm an armlet with the word "Pilotman" shown thereon in white letters on a red background.

Page 149–Signalman Leaving His Box.

Second paragraph.

Amend the end of the second line to read "..... on his return, and an entry".

Add new item immediately after item headed "Signalman Leaving his box" :–

SIGNALMAN REQUIRING POLICE ASSISTANCE

Should a signalman require Police assistance and he is unable for any reason to use a telephone he should endeavour to send the special bell signal **Police assistance urgently required** (1–1–6) without the **Call Attention** signal to any adjacent signal box. The Signalman receiving the bell signal must acknowledge it by repetition and immediately request the attendance of the Police at the signal box, from which the signal was received.

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE TOKENLESS BLOCK SYSTEM – continued

Pages 160–166–INSTRUCTIONS TO SIGNALMEN AT SIGNAL BOXES CONTROLLING THE ENTRANCE OF TRAINS INTO A SECTION OF LINE WHERE THERE IS A LEVEL CROSSING EQUIPPED WITH AUTOMATIC HALF–BARRIERS.

Pages 163/164–Instruction 10. Royal Trains.

Add between second and third paragraphs :–

Before instructing the Crossing Keeper to take local control, the Signalman must first ensure that the protecting signals on both sides of the crossing are at Danger and that any train which has already passed the protecting signal has also passed over the crossing. Where necessary the Signalman must arrange with the Signalman at the other end of the section.

The Crossing Keeper will advise the Signalman when both barriers have been lowered and the Signalman must not clear the signals for the passage of a train until such advice is received. On receipt of advice from the Crossing Keeper, the Signalman must, where necessary, advise the Signalman at the other end of the section.

Page 166–INSTRUCTIONS TO SIGNALMEN AT NON-SUPERVISING SIGNAL BOXES

Instruction 7. Royal Trains

Amend to read:–

Local control of the barriers will apply for the passage of Royal Trains. In these circumstances, however, it will not be necessary for Drivers to be cautioned whilst the barriers are being controlled locally, but when automatic working is resumed the first train to enter the section from the non-supervising box must be dealt with as shown in Instruction 4.

Before instructing the Crossing Keeper to take local control for this purpose, the Signalman at the supervising box will ask the Signalman at the non-supervising box to place or maintain the protecting signal at Danger and this signal must not then be cleared until advice is received that the barriers have been lowered.

MANCHESTER-SHEFFIELD-WATH ELECTRIFIED LINES BOOKLET

Pages 25/26

Instruction 25

Add:–

When loading or unloading of open wagons is to be carried out on wired lines, the Electric Traction Engineer must always be consulted before the work is allowed to commence except that Chief Civil Engineer's maintainance staff may, under responsible supervision, load or unload wagons by hand methods under live equipment without reference to the Electric Traction Engineer, provided:–

(a) Those engaged on the work do not climb or stand on any material within the wagon, but at all times stand on the wagon floor.

(b) No part of a tool used by a workman projects higher than the top of his head.

(c) The flooring of the wagon is not more than 4 feet 6 inches above rail level.

(d) No attempt is made to get into the wagon until there is clear standing space on the floor of the wagon and access is not gained by climbing over the wagon side.

(e) When visibility of the overhead equipment is obscured, such as during hours of darkness or in tunnels, suitable precautions, such as illumination, are taken to ensure safety of the working party.

Page 31

Instruction 37.

Amend eighth paragraph to read:–

For full details of the sectioning arrangements, reference must be made to the appropriate section diagrams and isolation instructions which are exhibited at signal boxes, etc.

MANCHESTER-SHEFFIELD-WATH ELECTRIFIED LINES BOOKLET – continued

Page 47

Instruction 60.

Add:–

It is permissible to use two locomotives in multiple to assist an unfitted or partly fitted train hauled by a single locomotive on the down gradient from Barnsley Junction to Wath, with all six pantographs raised. Speed must not exceed 20 m.p.h. The control of the train by regenerative braking should be in the normal manner. All possible air and vacuum connections must be coupled between the multiple locomotives and the train locomotive, with the train locomotive exhauster isolated. Electrical jumpers between the multiple locomotives and the train locomotive (if fitted) must not be coupled.

Page 53

Instruction 72

Add:–

Where circumstances demand that observation or testing of electrical equipment below roof level be carried out with the covers removed, and whilst the pantograph is energised, the person in charge must be specifically authorised by the Electric Traction Engineer and must ensure that all appropriate safety instructions are followed.

Page 77

Instruction 114

Add:–

Where circumstances demand that observation or testing of electrical equipment below roof level be carried out with the covers removed, and whilst the pantograph is energised, the person in charge must be specifically authorised by the Electric Traction Engineer and must ensure that all the appropriate safety instructions are followed.

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (BR 29987)

Page 6 – Definition of Terms

Add :–

Cable – An insulated conductor which may be layed directly in or on the ground or in pipe or troughing or attached directly to an overhead line structure.

Instruction 47, Clause (a)

Add :–

If any of the work is to be done in proximity to the sealing ends of cables he shall arrange for these to be isolated and earthed in accordance with the approved precedure.

Page 15 – Definitions of Terms

Add :–

Sealing end – The termination of a cable in a special insulator mounted on an overhead line structure or on a special structure.

Page 20 – Description of the System

Delete the last sentence of third paragraph and **substitute :–**

Short jumpers are usually installed between the terminations of the bare feeders or the sealing ends of the cables and the switches and between the switches and the overhead line equipment. In some cases, however, a cable terminates in a sealing end mounted on a structure and the sealing end is connected to a bare feeder which is supported on the overhead line structures and terminates adjacent to a switch.

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (B.R.29987) – continued

Pages 40 and 41 – Instruction 26

Add as new third paragraph :–

In the case of a fire on a train, the need to separate burning vehicles must be considered before requesting the electricity to be switched off.

Pages 45 and 46 – Instruction 36

Delete existing third and fourth paragraphs and **substitute** the following :–

If water is more than half way up either running rail, but not more than 4 inches above the top of either rail, electric trains must only be worked over the flooded portion at walking pace to avoid water being thrown by the wheel flanges into the electrical equipment.

If water is more than 4 inches above the top of either running rail, the working of electric trains must be stopped over the flooded section of the line and no electric train, whether under its own power or not, must be allowed to pass through the water, except in the most urgent circumstances, and then only under instructions given by the senior member of the Operating Department on the spot, not below the grade of Station or Yard Foreman, acting in consultation with the responsible representatives of the Chief Civil Engineer and Chief Mechanical & Electrical Engineer.

Page 51 – Instruction 44, Clause (a)

It has come to notice that, due to a printing error in a reprint of this booklet, the words ''''AT" (see specimens on pages 70 and 72)." have been omitted from the top of page 51.

All Staff issued with this booklet must check their copy and if necessary add the following at the top of page 51 :–

"AT" (see specimens on pages 70 and 72).

Page 54 – Instruction 47, clause (a) (As amended by Supplement No. 2) .

Add :–

If any of the work is to be done in promixity to the sealing ends of cables he shall arrange for these to be isolated and earthed in accordance with the approved procedure.

Booklet "New Procedure for Isolation and Earthing of Overhead Line Equipment (Where Specially Authorised)" dated January, 1973. (Issued to Staff in certain specified areas only).

Page 88 – Instruction 73

Delete last paragraph (as shown in Supplement No. 2) and **substitute** the following :–

Where circumstances demand that observation or testing of the electrical equipment below roof level be carried out with the covers removed and whilst the pantograph is energised, the person in charge must be specifically authorised by the Electric Traction Engineer and must ensure that all the appropriate safety instructions are followed.

Page 116 – Instruction 112

Delete last paragraph (as shown in Supplement No. 2) and **substitute** the following :–

Where circumstances demand that observation or testing of the electrical equipment below roof level be carried out with the covers removed and whilst the pantograph is energised, the person in charge must be specifically authorised by the Electric Traction Engineer and must ensure that all the appropriate safety instructions are followed.

Page 130 – Instruction 122

Delete last paragraph (as shown in Supplement No. 2) and **substitute** the following :–

Where circumstances demand that observation or testing of the electrical equipment below roof level be carried out with the covers removed and whilst the pantograph is energised, the person in charge must be specifically authorised by the Electric Traction Engineer and must ensure that all the appropriate safety instructions are followed.

ALTERATIONS TO EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (BR 29988)

Pages 22 and 23 – Instruction 26

Add as new third paragraph :–

In the case of a fire on a train, the need to separate burning vehicles must be considered before requesting the electricity to be switched off.

ALTERATIONS TO "NEW PROCEDURE FOR ISOLATION AND EARTHING OF OVERHEAD LINE EQUIPMENT (WHERE SPECIALLY AUTHORISED)" DATED JANUARY, 1973

(Issued to Staff in certain specified areas only)

Page 6–Instruction 47, Clause (a)

Add :-

If any of the work is to be done in proximity to the sealing ends of cables he shall arrange for these to be isolated and earthed in accordance with the approved procedure.

Page 57 – INSTRUCTION 49 (as amended by Supplement No.2)

Amend to read :–

49. The overhead line equipment must be tested with an approved testing device. When it has been proved not to be alive, the earthing connections required by the Electrical Control Operator under Instruction 47 (d) must be applied and then local earths must be applied on each side of, and in proximity to, the Working Party and on each seperate electrical section or part-section covered by the Permit (s) to Work.

Pages 86 and 87 – INSTRUCTION 72 (as amended by Supplement No.2)

Item (b) – **Delete** second and third paragraphs and **substitute** the following :–

If the Driver has reason to think that the pantograph or overhead line equipment is damaged, he must lower the pantograph, if not already lowered due to the operation of the automatic dropping device, and bring his train to a stand as quickly as possible.

The driver must immediately report the occurrence to the Electrical Control Operator giving details and advising as precisely as possible the location where the pantograph dropped to enable the Overhead Line Maintenance Staff to quickly locate and repair damaged overhead equipment.

If the Driver can give an assurance that the pantograph, although damaged, is clear of possible contact with the overhead line equipment, bearing in mind passage through low bridges, the train may be assisted forward at reduced speed to a point where Maintenance Staff can examine the pantograph and take any action necessary to allow the train to proceed to destination. If the pantograph is so badly damaged that clearance from the overhead line equipment cannot be guaranteed, then the train must not be moved until the necessary attention has been given by Maintenance Staff.

If a locomotive is inadvertently driven off the wire, the Driver must report the occurrence to the Electrical Control Operator, and arrangements must be made for the pantograph to be examined by Maintenance Staff and if necessary secured in a safe condition before the locomotive is moved back under the overhead line equipment.

Pages 108 to 110–Instruction 108 (as amended by Supplement Nos.2 and 3)

Item (b) – **Delete** third and fourth paragraphs and **substitute** the following:–

If the Driver has reason to think that the pantograph(s) or overhead line equipment is damaged, he must lower the pantograph(s), and bring his train to a stand as quickly as possible.

ALTERATIONS TO "NEW PROCEDURE FOR ISOLATION AND EARTHING OF OVERHEAD LINE EQUIPMENT"– continued.

Pages 108 to 110 – Instruction 108 – substitute – continued

The Driver must immediately report the occurrence to the Electrical Control Operator giving details and advising, as precisely as possible, the location where the pantograph was lowered to enable the Overhead Line Maintenance Staff to quickly locate and repair damaged overhead equipment.

If the Driver can give an assurance that the pantograph(s), although damaged, is clear of possible contact with the overhead line equipment, bearing in mind passage through low bridges, the train may be assisted forward at reduced speed to a point where Maintenance Staff can examine the pantograph(s) and take any action necessary to allow the train to proceed to destination. If any pantograph(s) is so badly damaged that clearance from the overhead equipment cannot be guaranteed, then the train must not be moved until the necessary action has been given by Maintenance Staff.

If a multiple-unit is inadvertently driven off the wire, the Driver must report the occurrence to the Electrical Control Operator and arrangements must be made for the pantograph(s) to be examined by Maintenance Staff and if necessary to be secured in a safe condition before the multiple-unit is moved back under the overhead line equipment.

HAND BOOK OF INSTRUCTIONS RELATING TO CARRIAGE CLEANING AND SERVICING—BR. 29620

Pages 15/16 –

Amend: – Sub Heading

Where a locomotive is not attached to the vehicles, or where a multiple unit is stabled out of service.

Amend: – Second Sub Heading

Where a locomotive is attached to the vehicles, or where the driving cab of a multiple unit is manned.

WORKING MANUAL FOR RAIL STAFF B.R. 30054

PINK PAGES

Section C

(ii) Wagon Labels.

Wagon labels of Marshalling Category "J", "W", "Y" and Safety Class – to be re-issued by Ministry of Defence.

(See specimens attached)

Traffic of RN/ARMY/RAF

USE BLOCK LETTERS

FROM.....

F/MOV/299/A (HOME/RED)

Date of Despatch .....

NOT TO BE LOOSE SHUNTED

MARSHALLING CATEGORY

J

MILITARY EXPLOSIVES

To

Wagon	Load Cat.	Gross Weight of Contents		
Letter & Number				

Contents..... 5 3 6

Consignee.....

To be completed for shipment traffic only.

FSO Numbers.....

Name or Code of Vessel.....

No. of wagons in consignment .....

Controlled Service Number .....

Traffic of RN/ARMY/RAF

USE BLOCK LETTERS

FROM.....

F/MOV/299/B (HOME/RED)

Date of Despatch .....

NOT TO BE LOOSE SHUNTED

MARSHALLING CATEGORY

W

MILITARY EXPLOSIVES

To

Wagon	Load Cat.	Gross Weight of Contents		
Letter & Number				

Contents..... 5 3 7

Consignee.....

To be completed for shipment traffic only.

FSO Numbers.....

Name or Code of Vessel.....

No. of wagons in consignment .....

Controlled Service Number .....

Traffic of RN/ARMY/RAF

USE BLOCK LETTERS

FROM.....

F/MOV/299/D

Date of Despatch .....

MARSHALLING CATEGORY

Y

NOT TO BE LOOSE SHUNTED

MILITARY EXPLOSIVES

To

Wagon Letter & Number	Load Cat.	Gross Weight of Contents

Contents..... 5 3 8

Consignee.....

To be completed for shipment traffic only.

FSO Numbers.....

Name or Code of Vessel.....

Net Explosive Content

.....tonne(s)

(Rounded up to the nearest ¼ tonne)

No. of wagons in consignment .....

Controlled Service Number .....

Traffic of RN/ARMY/RAF

USE BLOCK LETTERS

FROM.....

F/MOV/299/C

Date of Despatch .....

MARSHALLING CATEGORY

SAFETY CLASS

NOT TO BE LOOSE SHUNTED

MILITARY EXPLOSIVES

To

Wagon Letter & Number	Load Cat.	Gross Weight of Contents

Contents..... 5 3 5

Consignee.....

To be completed for shipment traffic only.

FSO Numbers.....

Name or Code of Vessel.....

No. of wagons in consignment .....

Controlled Service Number .....

WORKING MANUAL FOR RAIL STAFF
B.R. 30054

PINK PAGES

Add :–

E2/17. The following instructions must be observed when placing or withdrawing vehicles at Oil and Chemical Depots and Exchange Sidings.

(a) **Oil Depots**

At places (other than B.R. Traction Depots, B.R. Workshops and fuelling points or goods yards) at which:

(i) any oil or petroleum product (Commodity Codes 700–740 and 780) are dealt with, and

(ii) placing or withdrawing vehicles at loading or discharging sidings (not exchange sidings) is performed by;

(A) B.R. locomotives, working to the directions of a B.R. Guard or Shunter.

(B) B.R. locomotives, working to the directions of terminal staff.

(C) Oil Companies locomotives working to the directions of B.R. staff.

1. Remove tail lamp before entry.
2. Remove brake van before entry.
3. B.R. handlamps must not be taken beyond the locomotive stop board.
4. B.R. personnel must not proceed beyond the locomotive stop board unless they are so authorised by the **DEPOT SUPERVISOR.**
5. Obtain authority of **DEPOT SUPERVISOR** that it is safe and in order to move vehicles into the loading/discharging sidings. Check points are correctly set for the siding into which the vehicles are to be placed and gate or other physical barrier, if provided, is open.
6. If a reach wagon is used for positioning purposes, the continuous air or vacuum brake must be in use, after the "reach" wagon has been marshalled between the engine and train.
7. Obtain **DEPOT SUPERVISOR'S** authority to pass locomotive stop board to enter the loading/discharging sidings. Position vehicles as required by **DEPOT SUPERVISOR.** A locomotive must not pass the locomotive stop board unless so authorised by the **DEPOT SUPERVISOR.**
8. After positioning vehicles check that all buffers are uncompressed and apply handbrakes to at least the first three vehicles inside the siding gate; in the case of sidings with an outlet at each end handbrakes must be applied on at least three vehicles at each end of the train.
9. Detach and withdraw locomotive clear of loading and discharging activities (outside gates or other physical barriers, where provided, which will then be locked by Depot staff) before loading/discharging commences. The locomotive must not re-enter the loading/discharging siding except under the conditions set out in Instruction 11 below.
10. The **DEPOT SUPERVISOR** will arrange for a red flag, red disc or red light to be displayed on or over the vehicles whilst loading/discharging is taking place.
11. Before a locomotive enters the loading/discharging siding and is attached to the vehicles obtain from **DEPOT SUPERVISOR** a "Certificate of Readiness" confirming that vehicles are ready for collection. Check that points are correctly set and, if provided, gate or other physical barrier is open, and vehicles are no longer protected by red flag, red disc or red light.
12. After attaching locomotive the Guard must carry out the "Brake Continuity Test" and ensure that all handbrakes are released.
13. Do not move vehicles unless the permission of the **DEPOT SUPERVISOR** is first obtained.
    (The term **DEPOT SUPERVISOR** includes a person acting on his behalf.)

NOTE Local instructions to meet specific operating circumstances must be observed in conjunction with the foregoing.

(b) **Chemical Depots**

The following applies at places at which hazardous chemicals, as indicated by Dangerous Goods wagon labels:

B.R. 21354
B.R. 21276/1/2/3/4/5/6/7/8
B.R. 21278
B.R. 21279
B.R. 21280
(and special prints thereof)

are handled:

1. Remove tail lamp before entry.
2. Remove brake van before entry.
3. B.R. personnel must not proceed beyond the locomotive stop board unless they are authorised by the **DEPOT SUPERVISOR.**
4. No vehicle must be moved within a terminal unless a movement has been authorised by the **DEPOT SUPERVISOR.**

NOTE Local Instructions to meet specific operating circumstances must be observed in conjunction with the foregoing.

(c) **Exchange Sidings**

(i) At exchange sidings where tank wagons conveying inflammable liquids with a flash point of up to 141°F (61°C) are placed by locomotives and shunters of concerns other than British Rail, for collection by British Rail locomotives, a "Certificate of Closure" must be obtained.

(ii) Observe all Local Instructions.

Complete in Duplicate

B.R. .....
Serial No. .....

CERTIFICATE OF READINESS

Terminal:- _____
Date:- _____

Vehicles ready for collection : by British Rail.
All connections removed, all valves closed.
*All manlids closed/*manlids not opened since receipt.
*Gates unlocked and open.

Signed _____
Company Representative

Vehicles accepted from Company.

Train Title:- _____
Siding No:- _____
Signed:- _____
B.R. Grade _____

Time Certificate accepted _____ Hrs.

Original to be forwarded by B.R. Guard/Shunter to Area Manager _____†

Copy retained by Company

* Delete if not applicable.

† To be stamped by Area Manager in charge of terminal concerned prior to issue.

WORKING MANUAL FOR RAIL STAFF B.R. 30054 – continued

PINK PAGES – Add – continued

Complete in Duplicate

"CERTIFICATE OF CLOSURE"

Exchange Point.....
Date.....

TRAIN TITLE

It is hereby certified that each wagon in this train has been inspected and is satisfactorily sealed for Rail Transit, i.e. valves closed, and manlids closed.

Signed.....
Representing.....

Original to be forwarded by B.R. Guard/Shunter to Area Manager.

Copy retained by Company

(MO11/095)

SECTION F

Fires and Accidents involving Dangerous Goods

Amend the following telephone numbers to Clause F11/20 and F11/28 Part 3.

London Midland Region : Carlisle (0228) 32121, Ext.2301 (MS42/094)

WHITE PAGES

Add to B.6.:–

When a not fully fitted service is scheduled to reverse en route the Guard must hand to the driver two completed Drivers slips, 20896/138, one in respect of the journey to the point of reversal, and the second to indicate change of brake force, head code etc. from the point of reversal forward.

SECTION 6 – PREPARATION AND WORKING OF FREIGHT TRAINS

SECTION C – Notes on Special Circumstances

Add new item 4

MARSHALLING OF FULLY AND NOT FULLY FITTED TRAINS COMPOSED OF AIR OR VACUUM BRAKED VEHICLES WITH A PROPORTION OF PIPED ONLY VEHICLES.

C4/1. Provided brake force is available in accordance with the appropriate Table E of Section 6 of the Working Manual for Rail Staff, piped and fully fitted vehicles may be inter-mixed to suit marshalling requirements, subject to no more than 5 piped only vehicles being formed together. With full fitted trains in all cases the last two vehicles of the train must have the automatic brake fully operative, except in the case of an air brake service formed with a Cartic 4 unit marshalled at the rear, when the train must not start if more than one of the three distributors on the unit is isolated.

This instruction will be included in the revised white pages to be issued in May 1975.

WORKING MANUAL FOR RAIL STAFF B.R.30054 – continued

WHITE PAGES – continued

SECTION 6

TABLE C. Notes on Special Circumstances

C1/8(page 1)

Amend :–

"Where the Route Availability of a vehicle is not known...." and is shown.

C1/8 (page 2)

Add :– over "Weight per Axle(tons)" the words "2-axled vehicles".

Add :– new table and notes

4-axled (Two axled bogies) vehicles.

Weight per axle (tons)	R.A.
Up to 13	3
Over 13 – 14	4
Over 14 – 15	5
Over 15 – 16	6
Over 16 – 17	7

Note :

(i) Three axled and six axled wagons should not be conveyed without the authority of form B.R.29973/3 unless already panelled.

(ii) Any vehicle with axle weights in excess of those shown in the above tables must be submitted to the C.C.E. for authority unless already panelled.

(iii) This method of deriving the R.A. number is for emergency purposes and is only to be used when no other means is readily available.

Section 3. Basic Wagon Panels

Delete words "Vanfits, Hyfits" from basic panel headed "Vanfits, Hyfits, Shocks etc." and **Insert** note (i) "Brake Force of all unpanelled Vanfits and Hyfits to be assessed as 4 brake tons".

Note (ii)

Insert :– "The Brake Force of all unpanelled Minfits fitted with the Loaded/Empty changeover device with the lever in the **loaded** position to be assessed as 11 brake tons".

TABLE E. Loads permitted with specific brake forces.

Page 5 E (iii) – Class 8 Freight Trains – not fully fitted, para 3. **Amend** second sentence to read :–

"A new Table E (iii) has been introduced which must be used...." and as printed.

Insert further sentence :– "This table applies only to trains confined to the Eastern and London Midland Regions".

GREEN PAGES

B. Long Loads

3. Unchained Steel

Clause B 3/1 (e)

Amend to read:–

The load must overhang the last bearing bolster by at least 2ft. 6ins.

Clause B 3/2 (a)

Amend to read:–

Wagons with alternative stanchion positions must be used and the stanchions placed at least one hole in from the outside position to prevent the load from splaying and becoming out of gauge.

WORKING MANUAL FOR RAIL STAFF B.R.30054 – continued

GREEN PAGES – continued

Clause B 3/5 (c)

Amend to read:–

The load must overhang the last bearing bolster by at least 2ft. 6ins.

D.5. Code Words and Explanations

Amend the code words "ROAR" and "SCAB" to read as follows:–

ROAR All concerned have agreed to conveyance of.....
dimensions as follows.....from.....to.....

SCAB Following train conveys out-of-gauge load.
on wagon Make
all necessary arrangements to handle safely while in your yard and wire forward to next yard which train enters.

E. Instructions relating to Particular Traffics.

2. Wheeled Vehicles

(vii) Rail/road Tank Trailers.

Sub-paragraphs E2/16 and E2/17.

The instructions contained in this single sheet, issued in April 69, are now no longer applicable and the sheet should be withdrawn from the Manual. The Index to Green Pages (Loading and Conveyance) should be amended accordingly.

TABLE G – CLASSIFICATION OF LOCOMOTIVES

Class 24 **INSERT** note (a) after RA6.

Class 26 **INSERT** note (b) after RA6.

INSERT at foot of page: –

(a) Locomotive Nos.5050 – 5150 = RA5.

(b) Locomotive Nos.5320 – 5346 = RA5.

GREY PAGES

H. Instructions for Sleeping Car Attendants.

Amend paragraph H.1/8, clause (a) to read: –

(a) rail tickets, except gold, silver, leather and duty passes and season tickets.

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES & PLANT BOOKLET BR 29993 DATED SEPTEMBER 1969

Page 4: **Amend** R.A. Group of Class 06 locomotives to read R.A.5.

Page 6: **Delete** all reference to Class 14 locomotives.

Page 7: **Amend** R.A. Group of Class 50 locomotives to read R.A.6.

Amend R.A. Group of HS.4000 'Kestrel' locomotives to R.A.7.

Page 8: **Amend**: –

Group No.	Main Line Locomotives	Diesel Shunting Locomotives
4	**Delete** Class 14	–
5	**Delete** Class 50	**Add** Class 06
6	**Add** Class 50	**Delete** Class 06

ROUTE AVAILABILITY OF DEISEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES & PLANT BOOKLET B.R. 29993 DATED SEPTEMBER 1969 – continued

Page 10

BREAKDOWN CRANES

Amend Maximum speed of Crane 103, Immingham to read 60m.p.h.

Crane No.1075 now re-numbered 330115.

Page 17: ARDSLEY – TINGLEY GAS – Delete entry.

BARNSLEY EXCHANGE TO HORBURY STATION

Amend R.A. group to '7'.

Page 18: BARTON-ON-HUMBER TO NEW HOLLAND

Amend R.A. group to '8'.

Page 19 : BILLINGHAM–ON–TEES TO PORT CLARENCE

Amend section of line to read:–

Billingham–on–Tees to Port Clarence (Philips Sidings Ground Frame)

Page 21 – CASTLEFORD EAST BRANCH

Add Class 08 as additional type permitted.

Page 23 – CRIGGLESTONE WEST TO HORBURY JN.

Amend to read:–

–	7*	–	Yes	5	5	*Locomotives in Groups R.A.6 and R.A.7 not to exceed **20m.p.h.** when passing over Bridge No. 3 (River Calder Viaduct).

Page 34: IMMINGHAM

Delete: Admiralty Platform to Immingham Station

Insert: Killingholme (End of Branch) to Immingham Station.

R.A. Group 8	–	Yes	2.2	–

Delete: Marsh Jn. to West Marsh and Immingham (Grimsby District Light Railway).

Insert: Marsh Jn. to West Marsh and Immingham .
East Marsh Jn. (Grimsby District Light Railway)

R.A. Group 8	–	Yes	5.5	–

Page 37

Insert New entry:

LINCOLN, CHURCH DOCK

5*	*Diesel Shunting Locomotives only

LEEDS CITY HOLBECK JUNCTION TO BRADFORD MILL LANE JN.

Delete entry under 'Remarks'

Page 43:

Delete Entry:– **PORT CLARENCE TO OIL REFINERY JN.**

Insert New Entry:– **PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME) TO MONSANTO CHEMICAL SIDINGS**

R.A.8	–	Yes	5	5	–	

Page 44

RETFORD, WHISKER HILL TO RETFORD (NORTH CURVE)

Amend to read RA Group 8 and permitted No. of locomotives coupled to read 5 (Live or Dead)

Page 48

SOWERBY BRIDGE, MILNER ROYD JN. TO BRADFORD EXCHANGE

Delete entry under 'Remarks'

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES & PLANT BOOKLET B.R. 29993 DATED SEPTEMBER 1969 – continued

Page 49: STARBECK NORTH TO RIPON – Delete entry

Page 52: ULCEBY NORTH TO IMMINGHAM

Amend entry to read:–

Ulceby North to Immingham West/East Jns.

Amend R.A. Group to '8'.

Page 59

KINGS LYNN : HARBOUR BRANCH

Amend entry to read:–

RA5*	–	No	–	–	*Diesel Shunting Locomotives only.

KINGS LYNN TO MIDDLETON TOWERS

Amend entry to read:–

R.A.7	–	Yes	5	5	B.R. Locomotives prohibited in quarries at end of line.

Page 60 – MARCH TO PETERBOROUGH EAST

Amend R.A. Group to '7'.

Delete reference to Group 8 Locomotives under 'Remarks' column.

Page 61 – OULTON BROAD SOUTH TO LOWESTOFT SOUTH SIDE

Amend to read R.A. Group 2*

Insert in remarks column *Diesel Shunting Locomotives only.

Page 63

WYMONDHAM TO FAKENHAM

Amend R.A. Group to read R.A.5

Page 65 – BOW (EX L.M.R. DEPOT)

Insert Class 47/0 as additional type permitted.

Class 31, 37 & 47 permitted to work into new Reception Sidings.

Page 66: BROAD ST. TO CAMDEN JN. (L.M.R.)

Amend entry to read :–

R.A.7.	–	Yes	5	5	–

Page 70: FINSBURY PARK: EAST GOODS YARD

Amend entry to read :

R.A.5*	Addl. Types permitted:– 15,31,33/1 33/3,40,44 45,46,55	Yes	2	2	*Diesel Shunting Locomotives only speed not to exceed **10 m.p.h.** Main line Locomotives not to pass over No.2 long road and No.4 old road except in cases of emergency.

Page 71 : ISLIP STREET JN. (KENTISH TOWN) TO KING'S CROSS JN. (L.T.B.) (L.M.R.)

Delete entry under 'Remarks'.

JUNCTION ROAD JN. TO ENGINE SHED JN. (KENTISH TOWN) (L.M.R.)

Delete entry under 'Remarks'

Page 72: KING'S CROSS GOODS & MINERAL JN. TO ST. PANCRAS JN. SIDINGS

Amend to read: R.A.10.

Page 74: MITRE BRIDGE JN. TO NORTH POLE JN. (L.M.R.)

Insert R.A.7 – **Delete** Ref. to additional classes permitted.

ROUTE AVAILABILITY OF DEISEL AND ELECTRIC LOCOMOTIVES TRAVELLING CRANES & PLANT BOOKLET B.R. 29993 DATED SEPTEMBER 1969 – continued

Page 75: NORTH POLE JN. TO LATCHMERE JN. (L.M.R.)

Amend entry to read :–

	R.A.7	–	Yes	5	5	Classes 40,44,45 & 46 prohibited from passing over scissors crossing between up lines in station. Prohibited from passing over three-way connection in North End Up Side Bay lines. Prohibited over connection Down Main to to L.T.E. line. Classes 47 & 48 not to exceed **10 m.p.h.** when passing over Chelsea River Bridge.

MORTIMER STREET JN. TO CARLTON ROAD JN. (L.M.R.)

Amend R.A. group to read:– R.A.8.

Page 76–POPLAR CENTRAL

Delete existing entries and insert

Nos.1 & 3 Arrival Line in Field Sidings	5*	20,24/1,25, 34,37,47	Yes	5	5	*Diesel Shunting Locomotives only.
All other Field Sidings except entry connections to Nos. 11 & 12 Sidings at Poplar Central end of Yard.	5*	20,37,47	Yes	5	5	*Diesel Shunting Locomotives only.
Entry connections Nos. 11 & 12 Field Sidings at Poplar Central end of Yard	2*	–	Yes	5	5	*Diesel Shunting Locomotives only. Speed not to exceed **5 m.p.h.**
Loop Line Junction Sidings	4*	08,09	Yes	5	5	*Diesel Shunting Locomotives only.
Blackwall Spur	3	08,09	Yes	5	5	–
Stepney Spur	3	08,09	Yes	5	5	–

Delete POPLAR CENTRAL TO POLAR DOCKS and insert :–

Poplar Central to Poplar Dock West Quay	5*	–	–	–	–	*Diesel Shunting Locomotives only.
Poplar Central to Poplar Dock East Quay via 2-way single line or old East Quay Up Line.	4*	08,09	Yes	5	5	*Diesel Shunting Locomotives only.
Poplar Dock Sidings	2*	08†,09†	Yes	5	5	*Diesel Shunting Locomotives only.

Page 77: POPLAR CENTRAL TO VICTORIA PARK

Insert 47* as additional type permitted.

Add to 'Remarks' *Class 47 not to exceed 20 m.p.h. over Bridge No. 233 at 43m. 36chs.

SOUTH ACTON JN. TO OLD KEW JN. (L.M.R.)

Amend 'Remarks' to read:–

Classes 40, 44, 45 and 46 prohibited over the Down Line at Kew East Jn. (3m. 776yds.) and from the **Up Line over the connection at Kew Bridge** Depot.

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES & PLANT BOOKLET B.R.29993 DATED SEPTEMBER 1969 – continued

Page 81: ALLERTON BYWATER

Insert in 'Remarks' column:

B.R. Locomotives not to proceed over Down N.C.B. Loop Line between Down Sidings and Loaded Sidings and must not pass B.R. locomotives prohibited board.

Page 83: BULLCROFT EMPTY SIDINGS – Delete entries.

DEARNE VALLEY

Add Class 37 as additional type permitted.

Page 85: GRIMETHORPE COLLIERY

Add Remarks:–B.R. Locomotives not to pass "Engines Prohibited" board at Coalite Storage Sidings.

NEWMARKET COLLIERY BRANCH

(Methley, Lofthouse Junction to Newmarket Colly.)

4, 5, 6 and 7 Loaded Sidings

Add – Class 31 as additional class permitted.

Page 86: PECKFIELD

Add to 'Remarks' B.R. Locomotives not to pass notice boards on Spoil Stack Road.

Page 89

DEAN ROAD SIDINGS

Insert Classes 08, 10, 11 as additional types permitted.

Page 95: BOLSOVER COLLIERY BRANCH

Amend entry to read:–

Section of Line	R.A. Group	Additional types of locomotives permitted	Multiple Working Double Heading of trains	Locomotives Coupled Live	Dead	Remarks
BOLSOVER LOADED SDGS.	4	06, 08, 09, 20 25, 31, 33, 37	Yes	3	3	–
EMPTY SDGS.	4	06, 08, 09, 20 33, 37	Yes	3	3	–

Page 100: Insert New Entry:–

Darlington Forge	R.A.5*	–	–	–	–	*Diesel Shunting Locomotives only.

Insert new entry: **PORT CLARENCE, PHILLIPS IMPERIAL PETROLEUM LTD. SIDINGS**

R.A.8	–	Yes	5	5	–

Locomotives not to pass entrance to gantry area except under the conditions set out in the Sectional Appendix.

Insert new entry:

DEWSBURY A.P.C.M. PRIVATE SIDINGS

R.A. Group: 5* Addl. types permitted: 40, 45, 46, 47.

Remarks to read:– *Diesel Shunting Locomotives only.
Addl. permitted types prohibited from entering hopper house.

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES & PLANT BOOKLET B.R. 29993 DATED SEPTEMBER 1969 – continued

Page 101 : Insert new entry : **UPWELL STREET WHARFE, SHEFFIELD BRIGHTSIDE**

RA5* *Diesel Shunting Locomotives only.

TILBURY DOCKS P.L.A.

Amend to read :-

TILBURY RAIL CONTAINER TERMINAL AND EXCHANGE SIDINGS (P.L.A. SIDINGS)

R.A. Group

Addl. types permitted: 20, 31, 37, 47*

Remarks to read :-

*Class 47 permitted in Nos.1 & 2 Crane Roads and No.1 Exchange Siding and up to clearance point only in No.2 Exchange Siding.

Prohibited in Nos. 3 and 4 Exchange Sidings.

Insert New Entry:-

Carlin How, Skinningrove Iron Works	R.A.8.	–	Yes	5	5	Brake Tenders not permitted.

Insert New Entry :-

TILBURY C.E.G.B. SIDINGS

R.A. Group 5*	Additional types permitted	Double Heading	Locos, coupled Live	Locos, coupled Dead	Remarks
	31 & 37	–	–	–	*Diesel Shunting Locomotives Only

Page 102

GAINSBOROUGH LEA ROAD (HIGH AND LOW YARDS)

Add 37 and 47 to additional types permitted. Insert under 'Remarks' : Class 47 High Yard only, including Shell Mex B.P. Sidings.

Page 103 GRIMSBY (G.N. GOODS) YARD

Amend R.A. Group to '7'

Page 112

BRADFORD EXCHANGE CARRIAGE SIDINGS

Delete entry.

Page 114

Insert New entry :-

DEWSBURY GAS WORKS

R.A.5. Additional permitted 40†, 45†, 46†, 47 Yes 5.5.
†Remarks to read † Classes 40, 45 and 46 not to pass gateway on No.2 Siding.

Page 115: DUDLEY HILL, BARRET'S SIDINGS

Delete existing entry and remarks.

Insert new entry:

R.A.5*	–	Yes	5	5	*Diesel Shunting Locomotives only.

Page 119 : HUDDERSFIELD

Delete entry: Passenger/Horse Dock Sidings, etc.

Insert: Fish Dock, Horse Dock, Short Dock and Turntable Siding RA Group 5*

Additional types of locomotive permitted: Class 20.

Remarks: *Diesel Shunting Locomotives only.

KEIGHLEY UP SIDINGS

Amend entry to read Keighley Down Sidings and references under 'Remarks' to 'Up' Yard and No.1 Up Siding to read 'Down Yard' and No.1 Down Siding.

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES & PLANT BOOKLET B.R.29993 DATED SEPTEMBER 1969 – continued

Page 120 KNOTTINGLEY, BAGLEY'S SIDINGS

Insert Class 08* as additional type permitted.

Remarks to read *Class 08 permitted to enter Nos.1, 2 & 3 Sidings only and not to proceed beyond engine restriction boards.

Page 120: KNAPTON : ASSOCIATED MALTSTERS SIDING

Add:- Asterisk to RA Group and insert in Remarks column:-

"*Classes 47, 46, 45, 44 and 40 **Prohibited** from passing loading dock."

Page 121

LAISTERDYKE EAST TO ENGLISH ELECTRIC COY. SIDINGS

Amend to read:–

RA.5*	–	Yes	5	5	*Diesel shunting locomotives only. Locomotives not to pass beyond boundary gate leading to private sidings.

HUNSLET EAST

Delete Existing entry and **insert:–**

HUNSLET EAST:	Shell Mex & B.P. Ltd.	RA8	–	Yes	5	5	–
	White Spirit Sidings	RA8	–	"	5	5	–
	Oil Rail Terminals	RA8	–	"	5	5	–
	B.R. Lines throughout	RA8	–	"	5	5	–

Page 123 PONTERACT BAGHILL

Delete all remarks concerning lines 35 and 37

Page 126 RIPON GOODS

Delete entry

Page 127 SELBY

Add New Entry

Selby Down Yard	RA.9	–	Yes	5	5	–

Insert New Entry:–

TILBURY C.E.G.B. SIDINGS

R.A. Group	Additional Types Permitted	Double Heading	Locos. coupled Live	Dead	Remarks
5*	31 & 37	–	–	–	*Diesel Shunting Locomotives Only.

Page 132 AYCLIFFE: ORD & MADDISON'S QUARRY (UP SIDE ONLY)

Addl. Types of locomotive permitted

Add 24 and 25

Amend 'Remarks' to read:–

Class 24 & 25 not to exceed 5M.P.H. and locomotives prohibited from passing over River Skerne Bridge.

Page 135 CARVILLE, NEPTUNE SIDINGS

Amend entry to read:–

RA8 Addl. permitted	Yes	5	5	–

Page 137 DARLINGTON

Insert New Entry:–

Diesel Depot	RA.9	–	Yes	5	5	Main Line Locomotives and more than two shunting locomotives coupled prohibited from passing over the carriage washing plant line.

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES & PLANT BOOKLET B.R.29993 DATED SEPTEMBER 1969 – continued

Page 141

GRANGETOWN

Insert New Entry:–

Shell Mex B.P. Ltd. Teesport Refinery	RA.8	–	Yes	5	5	–

Page 143

HEBBURN STATION SIDINGS

Amend RA. Group to read 7 and **delete** existing entry under "Additional Classes Permitted".

HEBBURN: COLLIERY SIDINGS (VICKERS ARMSTRONG & HAWTHORNE LESLIES SIDINGS)

Add Class 08 to additional types of Locomotives permitted.

Page 144

HEIGHINGTON

Insert sub entry:-

Old Town Quarry	R.A.5.	*Additional types permitted 24, 25, 37	*Diesel Shunting Locomotives only

HEXHAM

Shell-Mex Sidings (Line No.77 Hexham East), lines Nos. 18 and 19 Hexham West (W.P997).

Add:- Class 17†, 25* and 31* as additional types permitted.

Add:- to "Remarks" – *Classes 25 and 31 not to exceed 5 m.p.h.

Page 145

JARROW STATION SIDINGS

Amend to read R.A.8, Double Heading and up to 5 locomotives (live or dead) permitted.

HYLTON QUARRY SIDINGS

Amend remarks to read:-

Locomotives not to proceed beyond entrance gates.

Page 149

PERCY MAIN DOCK AREA (T.I.C.)

ESSO SIDINGS (ESSO DEPOT FROM ENGINE SHED JUNCTION)

Amend entry to read R.A.5.

Delete reference to Diesel Shunting Locomotives only.

Page 157

WEST BLYTH STAITHES

Insert Classes 17* and 37* as additional types permitted.

Add to "Remarks" *Class 17 or 37 permitted in emergencies only.

WHITBURN JUNCTION HANN & NEWBY'S COAL DEPOT

Insert:-

R.A.5. † Additional permitted Class 37. Yes 5.5.

Remarks to read † Diesel Shunting Locomotives only.

Page 158

Lines over which Western Region Locomotives may work with A.W.S. (W.R.) in operative position.

Item 2. **Add** Dalston Jn. – Lea Jn. – Channelsea or High Meads.
Amend items:-

4. **Add** Normanton – Leeds.

5. **Add** Rotherham (Masborough).
Add new items:-

6. Liverpool St. – Norwich via Ipswich, Thorpe Jn. – Wensum Yard.
Wensum Yard – Swing Bridge Jn. Manningtree – Parkeston.
Stratford Station – Thornton Fields Carriage Sidings.

7. Wath Road Jn. – Moorthorpe – South Kirkby – Wakefield Westgate – Leeds.

8. Leeds – Apperley Jn. – Shipley – Keighley.

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES & PLANT BOOKLET B.R.29993 DATED SEPTEMBER 1969 – continued

Page 158 – continued

9. Wath Road Jn. or Normanton to York (Clifton Carr. Sidings)
10. Diggle or Hebden Bridge to Leeds via Batley or via Wakefield and Normanton.
11. Wakefield – Pontefract (Monkhill) – Goole – Brough – Hull.
12. Leeds – Selby – Hull.
13. Selby – York.
14. Leeds – York – Newcastle – Heaton Carriage Sidings.
15. Northallerton – Eaglescliffe – Stockton – Hartlepool – Newcastle.
16. Norton South Jn. – Ferryhill – Leamside – Newcastle (including Follingsby Freightliner Terminal).
17. Eaglescliffe – Tees Yard.
18. Billingham-on-Tees to Port Clarence (Phillips Sidings Ground Frame) including Billingham Beck Branch and Haverton Hill Loop and Port Clarence (Phillips Sidings Ground Frame) to Monsantos Chemicals Sidings.

Page 162

ST. BOTOLPHS BRANCH

Amend R.A. Group to 7.

Amend number of locos coupled to 5.

Delete entry under "Remarks".

†Classes 08 and 09 permitted in Hay Road, Cattle Dock Siding, No.18 Siding, over connections at East Quay end of Nos.1 to 6 sidings and in Nos.1 to 6 sidings as far as fouling points at Poplar Central end of yard.

ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK BOOKLET (BR 29197)

Page 1 – Note A **Amend** to read: –
British Railways Standard Coaching Stock stencilled "C.1" at the end of the vehicles.

Page 2

Churnet Valley Line, platform lines at Uttoxeter Station Loop Line Etruria to Kidsgrove. Buckley and Connahs Quay Branch. Dalston Station – Poplar Branch St. Pancras, King's Cross Tunnel	Delete all reference Delete "*prohibited" and substitute:– "The adjoining line to be clear between the limit with L.M.R. maintenance and York Road Tunnel Mouth".

Page 3

Add:–

Newcastle High Level Bridge	If over Down Gateshead Main, the Down Gateshead Slow to be clear between signals N.69 and N.75. If over Down Gateshead Slow, the Down Gateshead Main to be clear between signals N.73 and N.77.

Page 6 –

London Transport Executive.

Add:– St. Pancras, Kings Cross Tunnel.	The adjoining line to be clear between the limit with L.M.R. maintenance and York Road Tunnel Mouth.

ALTERATIONS TO INSTRUCTIONS AFFECTING EASTERN REGION TRAINMEN WHEN WORKING ACROSS LONDON INTO THE LONDON MIDLAND REGION, SOUTHERN REGION AND WESTERN REGION AND ON TO LONDON TRANSPORT (B.R.30058) – PART 2 – SOUTHERN REGION

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 57	**BRICKLAYERS ARMS TO CRYSTAL PALACE** North Kent West Junction **Delete:–**									C.W. Up 660 yards before reaching home signal (worked from Bricklayers Arms Jn.)	96 (falling)
	Bricklayers Arms Junction **Add:–**							–	30	**Through connection Through to local line.**	
Pages 59–61	**KEW EAST JUNCTION TO EARLEY** **Delete** table between Kew East Jn. and Whitmoor Bog LC and **substitute:–**										
TCB	Kew East Junction (KE) (See page 11 for Broad Street line).	–	–					45	45	**Between Kew East Jn. and Old Kew Jn.**	
	Old Kew Junction (Controlled by Feltham)					DRS URS	75 77	20	20	**Through junction.**	
	Brentford Central Station Syon Lane Station									C. Down line 695 yards before reaching F143 signal.	191
	Wood Lane L.C. Isleworth Station Hounslow Station					URS	54				
	Hounslow Junction (Controlled by Feltham)							20	20	**Through junction.**	
	Feltham Junction (Controlled by Feltham)										
	Feltham (F)	6	865								
	Feltham Station Feltham West L.C.									C. Up line 650 yards before reaching F186 signal.	205

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 59–61 – continued											
TCB	Ashford Station										
	Staines Station					DGL	44	40	40	Between 18¾ m.p. and station	
						UGL	60	20	20	Between station and Egham side of Thames River bridge.	
								40	40	Between Egham side of Thames River bridge and 19m. 58chs.	
	Thorpe Lane LC									C. Up line 535 yards before reaching F258 signal.	145
	Pooley Green LC							60	–	From 19m. 58chs. to Pooley Green Crossing.	
								65	–	From Pooley Green Crossing to Rusham Crossing.	
	Egham Station										
	Egham LC									C. Down line, 620 yards before reaching F291 signal	206
	Rusham LC (P2)									C. Down line, 600 yards before reaching F293 signal.	146
	Virginia Water Station (See page 61 for Southampton line)							15	–	Through junction to Chertsey.	
										C. Down line, 560 yards before reaching F309 signal.	110
										C. Down line, 650 yards before reaching F311 signal.	110
	Loncross Station									C. Down line, 650 yards before reaching F315 signal.	263
	Sunningdale LC										
	Sunningdale Station									C. Down line, 650 yards before reaching F321 signal.	97
										C. Up line 781 yards before reaching F322 signal.	181
	Ascot Station (The Down and Up Main platform lines are reversible).									C. Down line, 650 yards before reaching F349 signal.	174

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 59–61 – continued											
Whitmoor Bog LC (P3)								70	–	**From 30m. 11chs. to Whitmoor Bog Crossing.**	
								–	70	**From 31m. 57chs. to Whitmoor Bog Crossing.**	
Page 61											
	Wokingham										
	Amend	21	1512								
	VIRGINIA WATER TO MILLBROOK										
	Delete table between Virginia Water Station and Addlestone Station and **substitute** :–										
TCB	Virginia Water Station (See page 60 for Kew East Jn. Line)							15	15	**Over curve between junction and 24m. 51chs.**	
										C. Up line 650 yards before reaching F.294 signal.	193
								60	–	**From 24m. 24chs. to Lyne Crossing.**	
										C. Up line 620 yards before F296 signal	3048
	Lyne LC (P2)										
										C. Up line, 665 yards before reaching F298 signal	202
	Chertsey Station							25	25	**Through station**	
	Chertsey LC										
	Addlestone Station										
	Woking										
	Amend	14	1345								

TABLE F – PROPELLING TRAINS OR VEHICLES

From	To	Line	Conditions
Page 68			
KEW EAST JUNCTION TO EARLEY			
Delete:– heading and items.			

TABLE H1 – WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR

From	To	Line	Conditions
Page 69			
KEW EAST JUNCTION TO EARLEY			
Delete:– heading and item.			

TABLE P2 – LEVEL CROSSINGS – AUTOMATIC HALF BARRIERS

Name of Crossing	Signal boxes between (supervising box first)
Page 71	
KEW EAST JUNCTION TO EARLEY	
Rusham	
Amend:–	Feltham (between Egham and Virginia Water stations.)
VIRGINIA WATER TO MILLBROOK	
Lyne	
Amend:–	Feltham (between Virginia Water and Chertsey stations.)

TABLE R – CLEARING OF STOP SIGNALS

Signal box	Signal(s)
Page 72	
KEW EAST JUNCTION TO EARLEY	
Delete:– heading and item.	

TABLE Y1 – STATION YARD WORKING

Station	Platform Lines
Page 74	
KEW EAST JUNCTION TO EARLEY	
Amend:–	
Hounslow	Down Up
Staines	Up Main

GENERAL INSTRUCTIONS

Page 75

TRACK CIRCUIT BLOCK AREAS – DETENTION OF TRAINS AT SIGNALS CONTROLLING ENTRANCE TO TUNNELS – THE RULE BOOK, SECTION K

Delete instruction

STOP SIGNALS LOCATED IN TUNNELS

Delete clause 2. Re-number clauses 3 to 6 – 2 to 5 respectively.

Amend clause 3 in last line to read clause 2.

GENERAL INSTRUCTIONS–continued

Page 76

STATION LIMITS – TRACK CIRCUIT BLOCK AREAS

Signal Box/ Location	Lines	Portion of line between
Add:–		
Old Kew Jn. area	Down LMR branch	Signals F135 and F137.
	Up LMR branch	Signal F138 and shunting signal No.431.
Hounslow Station area	Down Hounslow	Signals F153 and F157.
	Up Hounslow	Signals F156 and F152.
Feltham Station area	Down Main	Signals F181 and F185.
	Up Main	Signals F186 and F182.
Staines Station area	Down Main	Signals F249 and F255.
	Up Main	Signals F256 and F250.
Virginia Water Station area	Down Main and Down Chertsey	Signals F293 and F309 or F295.
	Up Main and Up Chertsey	Signal F308 or Limit of Shunt indicator 814 yards station side of signal F296 and signal F292.
Ascot Station area	Down Main	Signal F323 and shunt signal No.506.
	Up Main	Signal F348 and shunt signal No.501.
Chertsey Station area	Down Chertsey	Signals F299 and F301.
	Up Chertsey	Signal F302 and ground frame shunting signal No.7.

TELEPHONES

Delete instruction

Add:–

USE OF SIGNAL POST TELEPHONES – THE RULE BOOK, SECTION K

(a) Instructions for use are shown in the cabinet housing of each telephone. When a reply is expected the door of the cabinet must be left open to enable the bell to be heard. After use the door must be closed and fastened.

(b) At certain signals the instructions in the cabinet housing will indicate that a "ringtone" will be heard until the call is answered. If the "ringtone" is not heard by the caller the telephone must be regarded as having failed.

(c) With reference to clause 3.3.1, in the case of signals controlling the entrance to tunnels the nearest telephone in working order must be used to obtain the signalman's instructions. The driver (or secondman, where provided) must have a clear understanding with the signalman to whom he speaks regarding the line on which the train is standing and the prefix letters and number or the title of the signal at which it is detained.

LOCAL INSTRUCTIONS

Page 81 – EAST CROYDON

UP FREIGHT TRAINS – **Delete** instruction

Page 83

KEW EAST JUNCTION TO EARLEY
OLD KEW JUNCTION

Delete sub heading and item and **substitute** :–

Up freight trains requiring to change or release locomotives at Old Kew Junction must be set back into either Reception No.1 or No.2 siding.

The train must proceed on the Up L.M.R. branch line towards Kew East Junction sufficiently far to clear the shunting signal controlling the backward movement into the siding concerned. To assist Drivers in this, illuminated marker boards are provided on the left-hand side of the up line indicating where the locomotives of trains comprising 30, 50 or 70 S.L.U. respectively should be brought to a stand. Trains requiring tobe set back in Reception No.1 siding must proceed an additional distance beyond the board concerned equivalent to 15 S.L.U.

When the position light repeating signal, working in conjunction with the shunting signal controlling set-back movements from the Up L.M.R. branch to Reception No.1 or No.2 siding is cleared, this will be the authority for the Driver to commence the propelling movement without first receiving a hand signal.

FELTHAM

Delete heading and item.

LOCAL INSTRUCTIONS – continued

Page 83 – continued

STAINES

Delete item for DOWN LOOP

Add:–

SHUNT MOVEMENTS OVER SHORTWOOD COMMON LEVEL CROSSING – When a shunt movement is made onto the Up Main line which will proceed over Shortwood Common level crossing the Shunter, or person in charge of the movement, must ensure that the crossing is clear before authorising the Driver to commence the return movement.

Delete:-

BETWEEN EGHAM AND VIRGINIA WATER

DETENTION AT SIGNALS – In the event of a train being brought to a stand at either of the following signals, the Driver must telephone the Signalman immediately:–

F263, F290

BETWEEN BRACKNELL AND WORKINGHAM

Delete heading and instructions

VIRGINIA WATER TO MILLBROOK

Delete:-

BETWEEN VIRGINIA WATER AND CHERTSEY

DETENTION AT SIGNALS – In the event of a train being brought to a stand at either of the following signals, the Driver must telephone the Signalman immediately:–

F297, F298

MILLBROOK

Pages 83/84

FREIGHTLINER TERMINAL

Delete item and **substitute:–**

Freightliner Terminal – This terminal is on the up side of the line with access by a facing connection in the up line at the Redbridge end and by a trailing connection in the up local line at the Southampton end, both of which are controlled from Millbrook signal box.

Inward Services

After arrival in the terminal of an inwards train the Guard must apply the hand brake on three wagons at the locomotive end of the train, detach the locomotive and report to the Terminal Overseer that this has been done. The Terminal Overseer will then advise the Guard regarding the disposal of the locomotive.

Outward Services

The Guard must report to the Terminal Overseer who will, before departure of the train issue the Guard with a certificate that the provision of Rule Book, Section H, Clauses 4.3.1. and 6.3.1. have been observed and the train is in good order to proceed, also that the tail lamp is in working order and in position on the rear of the train.

This certificate will be the assurance in Clause 3 of the "Working instructions for Freightliner Trains and for Freightliner Wagons attached to other services" contained in the General Appendix and the Rule Book, Section H, Clauses 4.3.1. and 6.3.1. are modified accordingly.

The certificate to be attached to and submitted with the Train Journal.

Should for any reason whatsoever the Terminal Overseer not be in attendance to prepare the train and subsequently issue the certificate, or should certain items of the certificate be deleted, the Guard will be responsible for personally ensuring that all is in order for the train to proceed.

The Guard will be responsible for carrying out the brake continuity test after the locomotive has been attached to the train.

Speed Restrictions

Movements within the Terminal must not exceed 10 m.p.h. and during fog and falling snow 5 m.p.h.

SOUTHAMPTON MARITIME FREIGHTLINER TERMINAL

Delete item and **substitute** :–

Southampton Maritime Freightliner Terminal – This terminal is on the down side between Millbrook and Redbridge, with access by seperate arrival and departure lines controlled by Millbrook signal box at the London end, and a reversible arrival/departure line controlled by Redbridge signal box at the country end.

A reversible engine line, which is controlled by the Millbrook Senior Railman connects the two ends of the Terminal.

LOCAL INSTRUCTIONS – continued

Pages 83/84–continued

SOUTHAMPTON MARITIME FREIGHTLINER TERMINAL – continued

Millbrook End Arrivals
Drivers must bring their train to a stand at the stop board on the arrival road and immediately telephone the Senior Railman for instructions.

When the Senior Railman has obtained permission from the Terminal Overseer for the acceptance of the train, he will authorise the driver to pass the stop board and proceed into the terminal, advising him to which terminal siding the train is to run.

Millbrook End Departures
When a train is ready to leave the terminal, the Terminal Overseer will authorise the movement to proceed to the stop board at the junction of the terminal sidings and the engine line.

Provided the departure line is clear, and no other movement is taking place on the engine line, the Senior Railman will authorise the driver to pass the stop board and proceed onto the departure line as far as the shunt signal controlling movements on to the up docks line.

Redbridge End Arrivals
Drivers must bring their train to a stand at the stop board on the arrival/departure road and await the arrival of the Senior Railman who will advise the driver to which terminal siding the train is required to run. In the event of the train being detained for a period of 15 minutes, the Senior Railman, not being present, the driver must telephone the Senior Railman for instructions.

A train emanating from the Millbrook end requiring to propel back into the Terminal. The Senior Railman will instruct the Driver to proceed along the Engine Line and pass the stop board at the Redbridge end and bring his train to a stand clear of the hand points to the Terminal.

The Guard must alight from the train at the Terminal hand points and when advised by the Senior Railman the siding to which the movement is to proceed, he will then assist in controlling the movement back into the Terminal.

The Senior Railman is responsible for operating the Engine line to Terminal hand points to the correct position for the movements, and restoring the points to their correct position along the Engine line.

Redbridge End Departures
When a train is ready to leave the terminal, the Terminal Overseer will authorise the movement to proceed to the stop board at the junction of the terminal sidings and the engine line.

The Senior Railman will be responsible for operating the Terminal to Engine line handpoints and authorising the Driver to pass the stop board and proceed to the shunting signal controlling movements along the Arrival/Departure line, also restoring the handpoints to their correct position along the Engine line.

Light locomotives leaving the Redbridge end of the Terminal and requiring to proceed along the Engine Line to the Millbrook end. The Guard of the incoming train must accompany the locomotive to the Terminal exit and, by means of the telephone, obtain the Senior Railman's author ity to pass the stop board and proceed along the engine line to the Millbrook end.

The Guard will be responsible for operating the Engine Line to Terminal hand points to the correct position for the movement and restoring them to their correct position along the Engine Line.

Engine Line
Movements over the engine line must only be made under the authority of the Senior Railman. The Terminal Overseer will authorise every movement from the terminal as far as the stop board at the junction of the terminal sidings and the engine line at the Millbrook or Redbridge end, as the case may be. Upon arrival at the relevant stop board, the driver, or person in charge of the movement must telephone the Senior Railman, advise him of the movement required, and await permission to pass the stop board.

Movements entering the arrival road at either Millbrook or Redbridge which require to run over the engine line to the opposite end of the terminal must be brought to a stand at the relevant stop board, whereupon the driver must immediately telephone the Senior Railman for instructions.

A movement over the engine line in either direction must be brought to a stand at the stop board at the junction of the terminal sidings, and the engine line at either end of the terminal and the person in charge of the movement must immediately telephone the Senior Railman for instructions, unless instructions have been previously given by the latter person.

Engineer's Sidings Nos.1 and 2 and Cripple Siding
All movements to and from the Engineer's Sidings Nos.1 and 2 also the Cripple Siding must be accompanied by the Senior Railman who is responsible for the operation of the relevant hand points and or their restoration to the normal engine line position after the movement has been completed.

LOCAL INSTRUCTIONS – continued

Pages 83/84–continued

SOUTHAMPTON MARITIME FREIGHTLINER TERMINAL – continued

Speed Restriction

Movements over the Arrival and Departure lines, also the Engine line **must not exceed 20 m.p.h.**

Movements within the Terminal **must not exceed 5 m.p.h.**

General

The Guard must report to the Terminal Overseer who will, before departure of the train, issue the Guard with a certificate to the effect that the provision of the Rule Book, Section H, Clauses 4.3.1. and 6.3.1. have been observed, and the train is in good order to proceed, also that the tail lamp is in working order and in position on the rear of the train.

The certificate will be the assurance required in Clause 3 of the "Working Instructions for Freightliner Trains and for Freightliner Wagons attached to other services" contained in the General Appendix and the Rule Book, Section H, Clauses 4.3.1. and 6.3.1. are modified accordingly.

The certificate to be attached to and submitted with the Train Journal.

Should for any reason whatsoever the Terminal Overseer not be in attendance to prepare the train, and subsequently issue the necessary certificate, or should certain items of the certificate be deleted, the Guard concerned will be responsible for personally ensuring that all is in order for the train to proceed.

The Guard will be responsible for carrying out the brake continuity test after the locomotive has been attached to the train.

After arrival in the Terminal of an inwards train, the Guard must apply the hand brake to three wagons at the locomotive end of the train, then detach the locomotive and report to the Terminal Overseer that this has been done. The Terminal Overseer will then advise the Guard regarding the disposal of the locomotive which must be dealt with in accordance with the paragraph headed Millbrook End Departure or Redbridge End Departure.

Shunt movements from Maritime Terminal to Freightliner Terminal

Shunt movements from the Maritime Terminal to Freightliner Terminal via the connections from the up Docks line to the up local line the Southampton side of Millbrook station must not exceed five freightliner vehicles.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Page 91	**ACTON WELLS JUNCTION TO SWINDON** *Longfield* **Amend:—**										
								40	—	Down Main line to Down Relief line.	
Page 93	Between Bumham (Bucks) Station and Taplow Station **Delete:—**										
								—	60	Over Up Relief from 22m. 26chs. to 20m. 70chs.	
T.C.B.	**Delete** all entries between Maidenhead East and Signal R.281 and **substitute:—**										
	Maidenhead East			T.C.B.	T.C.B.			40	—	Down Main line to Down Relief line.	
								—	40	Up Relief line to Up Main line.	
	Signal S.105							40	—	Down Relief to Up Relief line.	
	Maidenhead *Signal S.172*					DRS	86				
Page 96	**Delete:—** Speed Restrictions between Didcot East and Signal R217 and **substitute:—**										
	Didcot East							70	—	Down Main line to Down Relief line.	
								—	70	Up Relief line to Up Main line.	
	Signal R.217							25	25	Up Relief line to No.5 Platform line and vice versa.	
Page 97	Between Signal R5 and Challow **Add:—**										
								40	—	Down Main to Up Main.	
								—	40	Up Main to Down Main.	

TABLE L.1 – INSTRUCTIONS FOR WORKING GROUND FRAMES OPERATED BY INTERLOCKING SWITCH OR LEVER AT SIGNAL BOX AND KEY RELEASE INSTRUMENT AT GROUND FRAME

Name of Ground Frame	Controlling	Released by	Remarks
Page 102			
ACTON WELLS JN. TO SWINDON			
Add:–			
Taplow	Yard to Up Relief Relief line crossover	Slough	–

TABLE L.2 – LIST OF GROUND FRAMES RELEASED OTHER THAN BY ANNETT'S KEY

Name of Ground Frame	Controlling	Method of Release	Remarks
Page 103			
ACTON WELLS JN. TO SWINDON			
Delete:–			
Taplow	Points and shunt signals	Switch release Slough	See page 112.

TABLE Y – LINES EQUIPPED WITH B.R. AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 105			
Add:–			
WEST EALING TO GREENFORD EAST STATION			
West Ealing	Greenford	Down and Up	–
READING TO THEALE			
Reading	Southcote Jn.	Down and Up	–
READING WEST CURVE			
Oxford Road Jn.	Signal R377	Down and Up	–

GENERAL INSTRUCTIONS

Page 106

Add:–

REGULATIONS FOR THE PROTECTION OF BRAKE FITTERS, LIFTERS, REPAIRERS AND OTHERS WORKING ON CARRIAGE OR WAGON STOCK

As an added protection to those set out in the General Appendix, C. & W. Staff in the Western Region London Division may use a flashing red light to indicate they are working on a train or vehicle.

If this flashing light is observed no movement up to, or of, the train or vehicle must be made until the C. & W. person concerned has indicated he is clear and has removed the light.

For coaching stock standing in a station, the light will be mounted on the cant rail of the coaches concerned. In sidings, the light, on a tripod approximately 3½ ft. in height, will be positioned on the ground at the side of the last vehicle in accordance with Clause 6 of the General Appendix instructions.

LOCAL INSTRUCTIONS

Page 109

ACTON YARD

REGULATIONS FOR THE PROTECTION OF BRAKE FITTERS, LIFTERS, REPAIRERS AND OTHERS WORKING ON CARRIAGE OR WAGON STOCK.

Delete sub heading and item.

Page 110

SOUTHALL

SHELL MEX AND B.P. LTD. PRIVATE SIDING

Delete instruction and **substitute** :–

The instructions in the Working Manual for Rail Staff, Section 3 (Pink Pages), Section E – Marshalling and Movement, clause E2/17 apply with the addition that a train of any description or light locomotive must be brought to a stand at the stop board on the siding and not proceed beyond it towards the discharge area until the Guard has obtained a "Permission to Enter" or "Certificate of Readiness" from the Depot Supervisor and the Depot Supervisor has given authority for the movement to take place.

Page 111/112

TOTAL OIL TERMINAL – LANGLEY

Add to clause 1.4: The Terminal Supervisor can be called to the gates through use of a public address system installed on the gatepost between Nos.2 and 3 Sidings.

Add to Clause 1.6 :–

The reach wagon must be marshalled between the locomotive and the train and the continuous air or vacuum brake must be in use.

Amend last sentence of Clause 2.4 :–

When the brake hoses have been reconnected the Guard must carry out the Brake Continuity Test and ensure that all handbrakes are released.

Amend Clause 2.6 :–

The train must be brought to a stand on the Loop clear of all points and, after the reach wagon has been detached, the Guard must carry out a Brake Continuity Test and replace the tail lamp.

SLOUGH ESTATES LTD, OIL SIDINGS

Delete sub headings and item.

Page 112

TAPLOW

GROUND FRAME

Delete headings and item

Page 113

DIDCOT SHUNTING FROM YARD (EAST END) TO DOWN RELIEF LINE

Delete complete item

Page 114

SWINDON

Add:–

ROLLING STOCK RESTRICTION

1. The propelling of bogie vehicles to or from B.R.E.L. (Swindon Works) sidings via the connection in the Down Branch line is prohibited.
2. The hauling of bogie vehicles via this connection must only be made with the couplings extended fully.

Add :–

SWINDON STATION

TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS

Other than in exceptional circumstances, and then only on the direct authority of the Signalman, the starting of trains or shunting movements from any point when the locomotive or the leading vehicle of a propelling movement is ahead of the controlling signal, is prohibited.